

# **KEY FACTS**

## **A Summary of Transportation Information**

**January 2001**

[www.wsdot.wa.gov](http://www.wsdot.wa.gov)



**Washington State  
Department of Transportation**

Finance and Administration Service Center  
P.O. Box 47400  
Olympia, WA 98504-7400

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# Introduction

Key Facts is a summary of information related to transportation in the state of Washington. The Washington State Department of Transportation (WSDOT) has prepared and distributed *Key Facts* in a variety of forms since 1983. *Key Facts* is intended to provide an introduction to the structure of state and regional transportation agencies, to present graphic illustrations of transportation needs and revenue forecasts, along with the WSDOT biennial budget.

This edition of *Key Facts* follows a survey of customer satisfaction conducted in January 2000. Ninety-seven percent of respondents reported that the information they need is in *Key Facts*. As a result of the survey, the overall content and structure of *Key Facts* will remain the same. Surveys will continue to be conducted annually to assess whether this publication is meeting our customers' needs.



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# Transportation Commission

The Washington State Transportation Commission is a seven-member voluntary citizens' board. Its members are appointed by the Governor with the consent of the Senate. The Commission is empowered to:

- propose legislation related to transportation,
- establish transportation policies of the state,
- direct the Secretary of Transportation to prepare and submit a statewide transportation plan,
- approve and propose the biennial and supplemental transportation budgets,
- approve issuance and sale of highway bonds, and
- exercise other powers as vested in it by state law (RCW 47.01).

By law, representation on the Commission must be balanced. Four commissioners must reside in the western part of the state and three must reside east of the Cascades. No more than two members may reside in the same county. No more than four commissioners may be members of the same political party. The six year terms for the seven seats on the Commission are staggered. Each member is appointed to one seat, and no member may serve more than two full consecutive terms.

## Commission Members

**Connie Niva** — Snohomish County  
Ms. Niva was appointed by Governor Lowry in February 1993. She was reappointed by Governor Locke in 1997, and is currently serving as chair.

**Christopher Marr** — Spokane County  
Mr. Marr was appointed by Governor Locke in December 1997 and is currently serving as vice chair.

**Ed Barnes** — Clark County  
Mr. Barnes was appointed by Governor Lowry in June 1995.

**Aubrey Davis** — King County  
Mr. Davis was appointed by Governor Gardner in February 1992. He was reappointed by Governor Lowry in February 1993 and in July 1995.

**Elmira Forner** — Chelan County  
Ms. Forner was appointed by Governor Locke in December 2000.

**George Kargianis** — King County  
Mr. Kargianis was appointed by Governor Locke in August 1998.

**Michèle Maher** — Spokane County  
Ms. Maher was appointed by Governor Locke in December 1997. She was reappointed by Governor Locke in June 1999.

## Policy Objectives:

- **Protect Our Investments** by keeping transportation infrastructure in sound operating condition.
- **Operate Transportation Systems** to work reliably and responsibly for the customer.
- **Improve Safety** through continuous reduction in the societal costs of accidents.
- **Provide Viable Mobility Choices** for the customer and expand the system to accommodate growth.
- **Support the Economy** through reduced barriers to the movement of people, products, and information.
- **Meet Environmental Responsibilities.**
- **Cooperate and Coordinate** with public and private transportation partners so that systems work together cost effectively.
- **Continuously Improve** the efficient and effective delivery of agency programs.

*For more information on the commission:  
[www.wsdot.wa.gov/commission/](http://www.wsdot.wa.gov/commission/)*

# WSDOT Organization

The Secretary of Transportation is appointed by the Transportation Commission and is the executive for WSDOT. The department is organized into executive staff, five service centers, three modal divisions, and six regional organizations.

## Brief History

- 1905** Highway Department organized.
- 1925** District system started.
- 1941** Highway Advisory Commission formed. Comprehensive safety program for highway crews developed.
- 1951** Five-member Highway Commission created. Highway Department assumes control of the Puget Sound Ferry System.
- 1977** Washington State Department of Transportation (WSDOT) created by the legislature.  
  
Highway Commission became the Washington State Transportation Commission and increased the board to seven members.

## Centralized Guidance-Decentralized Implementation

Office of the Secretary of Transportation

REGIONS	SERVICE CENTERS	DIVISIONS	OFFICES
<ul style="list-style-type: none"> <li>■ Northwest</li> <li>■ North Central</li> <li>■ Olympic</li> <li>■ South Central</li> <li>■ Southwest</li> <li>■ Eastern</li> </ul>	<ul style="list-style-type: none"> <li>■ Environmental &amp; Engineering</li> <li>■ Field Operations Support</li> <li>■ Finance &amp; Administration</li> <li>■ Highways and Local Programs</li> <li>■ Planning &amp; Programming</li> </ul>	<ul style="list-style-type: none"> <li>■ Aviation</li> <li>■ Ferries</li> <li>■ Public Transportation &amp; Rail</li> </ul>	<ul style="list-style-type: none"> <li>■ Human Resources</li> <li>■ Audit</li> <li>■ Public Involvement</li> <li>■ Office of Equal Opportunity</li> <li>■ Government Liaison</li> <li>■ Transportation Economic Partnerships Office</li> </ul>
IMPLEMENTATION FUNCTIONS	SUPPORT FUNCTIONS	ADVOCATES/OPERATORS	SUPPORT FUNCTIONS
<ul style="list-style-type: none"> <li>■ Planning</li> <li>■ Design</li> <li>■ Construction</li> <li>■ Maintenance</li> </ul>	<ul style="list-style-type: none"> <li>■ Guidance</li> <li>■ Fiscal Oversight</li> <li>■ Policies</li> <li>■ Programming</li> <li>■ Statewide Coordination</li> <li>■ Standards</li> <li>■ Procedures</li> <li>■ Directional Letters</li> <li>■ Manuals</li> <li>■ WACs</li> </ul>	<ul style="list-style-type: none"> <li>■ State Owned:                             <ul style="list-style-type: none"> <li>■ Ferries</li> <li>■ Aviation</li> <li>■ State Highways</li> </ul> </li> <li>■ State Interest:                             <ul style="list-style-type: none"> <li>■ Rail</li> <li>■ Aviation</li> <li>■ Public Transportation</li> <li>■ Local Highways</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>■ Recruitment</li> <li>■ Training</li> <li>■ Public Involvement</li> <li>■ Internal/External Stakeholder</li> <li>■ Outreach</li> <li>■ Accountability</li> <li>■ Partnerships</li> </ul>

# WSDOT Regions

## Eastern Region

509-324-6000

2714 North Mayfair Street  
Spokane, WA 99207-2090  
[www.wsdot.wa.gov/regions/eastern/](http://www.wsdot.wa.gov/regions/eastern/)

**Jerry Lenzi, Regional Administrator**

email: [LenziJC@wsdot.wa.gov](mailto:LenziJC@wsdot.wa.gov)

## North Central Region

509-667-3000

1551 North Wenatchee Avenue  
PO Box 98  
Wenatchee, WA 98807-0098  
[www.wsdot.wa.gov/regions/northcentral/](http://www.wsdot.wa.gov/regions/northcentral/)

**Don Senn, Regional Administrator**

email: [sennnd@wsdot.wa.gov](mailto:sennnd@wsdot.wa.gov)

## Northwest Region

206-440-4000

15700 Dayton Avenue North  
PO Box 330310  
Seattle, WA 98133-9710  
[www.wsdot.wa.gov/regions/northwest/](http://www.wsdot.wa.gov/regions/northwest/)

**John Okamoto, Regional Administrator**

email: [Okamoto@wsdot.wa.gov](mailto:Okamoto@wsdot.wa.gov)

## Olympic Region

360-357-2600

5720 Capitol Boulevard, Tumwater  
PO Box 47440  
Olympia, WA 98504-7440  
[www.wsdot.wa.gov/regions/olympic/](http://www.wsdot.wa.gov/regions/olympic/)

**Gary Demich, Regional Administrator**

email: [GDemich@wsdot.wa.gov](mailto:GDemich@wsdot.wa.gov)

## South Central Region

509-577-1600

2809 Rudkin Road, Union Gap  
PO Box 12560  
Yakima, WA 98909-2560  
[www.wsdot.wa.gov/regions/southcentral/](http://www.wsdot.wa.gov/regions/southcentral/)

**Leonard Pittman, Regional Administrator**

email: [PittmaL@wsdot.wa.gov](mailto:PittmaL@wsdot.wa.gov)

## Southwest Region

360-905-2000

11018 NE 51<sup>ST</sup> Circle  
Vancouver, WA 98682-6686

Mailing Address

S-15, PO Box 1709

Vancouver, WA 98668-1709

[www.wsdot.wa.gov/regions/southwest/](http://www.wsdot.wa.gov/regions/southwest/)

**Don Wagner, Regional Administrator**

email: [wagnerd@wsdot.wa.gov](mailto:wagnerd@wsdot.wa.gov)



# WSDOT Strategic Plan

WSDOT's strategic plan is the map that guides all we do as a public service agency. The strategic plan, as approved by the Secretary of Transportation, Sid Morrison, was developed by a hard working team, whose members represented the interests of the whole department, at all levels – and WSDOT's customers.

Components of the plan include values, operating guidelines, and our mission and vision statements. To achieve the four visions in WSDOT's strategic plan, strategic goals were developed to help guide the way. Performance measures have also been developed and benchmarking of the performance measures began last year.

## Values

**Customer Service** Customers are the focus of everything we do. Their satisfaction is the yardstick by which we measure success.

**Excellence** We strive for excellence in everything we do.

**Integrity** We conduct ourselves ethically. We give an honest day's work. We act in the public's interest.

**Respect for Others** We honor the right of every individual to be treated fairly and with respect.

**Forward Thinking** We are visionary and innovative. We embrace change in response to our customers' needs.

## Operating Guidelines

**Safety** Safety First.

**Customer Service** Every customer contact is an opportunity.

**Stewardship** We meet our commitments. We deliver our projects on time, within budget. We provide the best value for the dollar. We always strive to do better.

**Working Relationships** We partner with others. We openly and clearly communicate. We are committed to each other's success.

## Mission Statement

Together we efficiently build, maintain, operate and promote safe and coordinated transportation systems to serve our public.

*For more information on WSDOT's strategic plan, goals and vision:  
[www.wsdot.wa.gov/strategicplan.htm](http://www.wsdot.wa.gov/strategicplan.htm)*



# WSDOT Vision Statements and Strategic Goals

## Public Confidence Vision

We envision the Washington State Department of Transportation as a world class innovative organization that instills the public with confidence in our abilities, through efficient, motivated and skilled employees providing cost-effective, customer-friendly service; and trusted to balance investments in transportation systems in a fair, creative and consistent manner.

### Strategic Goals

- Improve the public's understanding of the Washington State Department of Transportation's mission.
- Improve public confidence in agency accountability.
- Improve the Washington State Department of Transportation's customer service.
- Conduct the business of the Washington State Department of Transportation in a manner that enhances public confidence.

## Roles and Responsibilities Vision

We envision the Washington State Department of Transportation as the central organization, working for the Washington State Transportation Commission and with all parties, to effectively influence the policies, plans and programs necessary for the state transportation system.

### Strategic Goal

- Ensure that the Washington State Department of Transportation has the capability to develop and implement transportation solutions to address needs identified in Washington's Transportation Plan.

## Workforce Vision

We envision a workforce compensated in a manner that attracts and retains flexible, highly motivated and innovative employees recognized for their accountability and exceptional service in a safe, fair and respectful environment.

### Strategic Goals

- Develop and maintain a stable, diverse, core workforce supplemented by the capability to respond to peak needs.
- Provide employees access to the technology, resources and skills to perform their jobs.

## Funding Vision

We envision a funding level adequate to achieve Washington's Transportation Plan.

### Strategic Goals

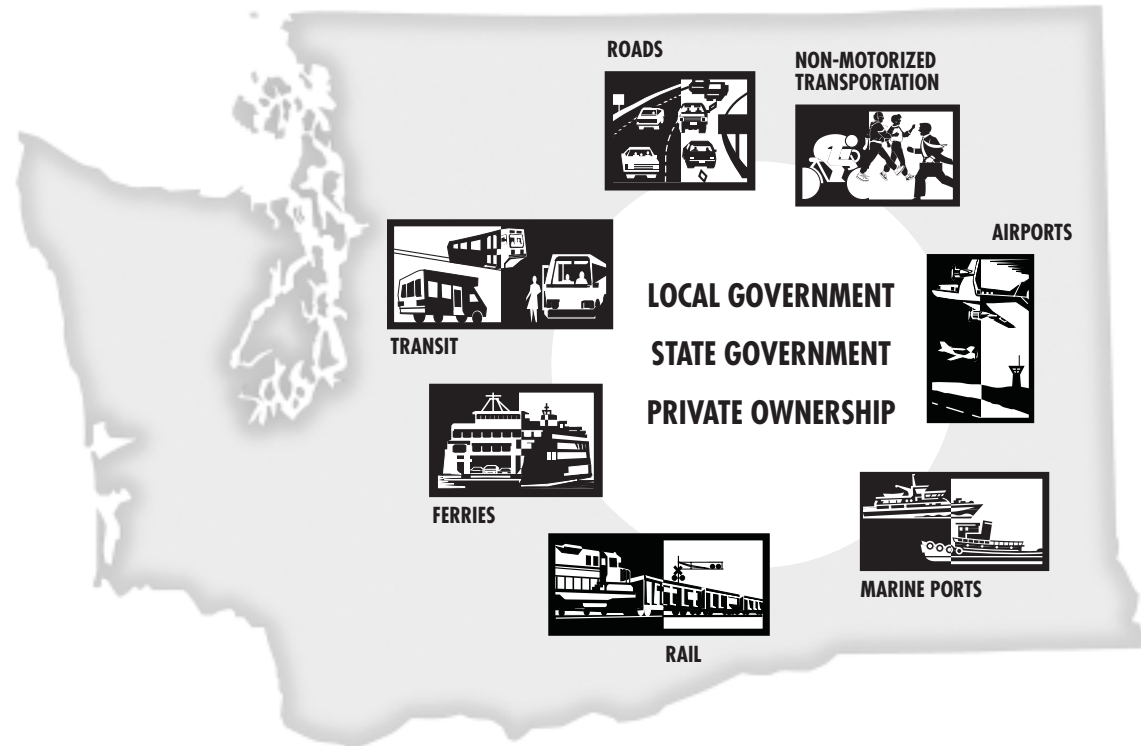
- Maximize the use of existing funds.
- Leverage outside funds and forge new partnerships.
- Pursue additional funding.

# Washington State's Transportation Systems

Transportation affects everyone. Working, delivering products, or taking a vacation, all of us depend on a safe, efficient, reliable transportation system.

Transportation facilities are owned and operated by multiple entities including local government, state government, and private owners. The facilities owned and operated by the state include state highways, Washington State Ferries, and state owned airports. However, WSDOT planning activities also address facilities and services the state does not own but has an interest in, including: public transportation, freight rail, intercity passenger rail, marine ports and navigation, non-motorized transportation, and aviation.

Washington's transportation systems enhance social and economic prosperity. Everyone in the state is dependent on multiple modes of travel. Good connections between the various modes are important to the efficient movement of people, goods, and services throughout Washington.

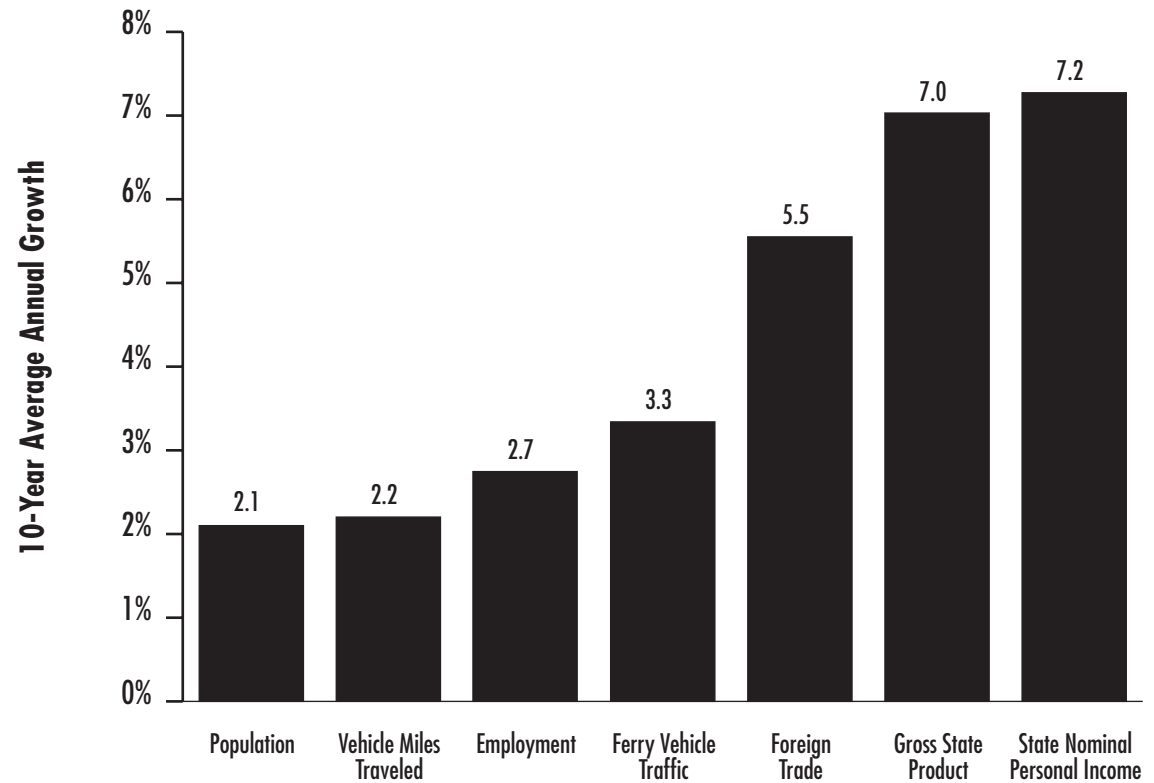


# Demands Placed on the Transportation System

Demands on the transportation system continue to grow. The growth of Washington state's economy outpaced national economic growth by 31 percent over the 10-year period of 1989-1998.

Washington's population, growing at a 10-year average annual rate of about 2 percent, is expected to exceed six million people by 2003. Along with population increases and economic growth, come increases in commuter trips, miles traveled, shipment of goods, and other traffic.

This growth places new demands on the state's transportation system.



Note: 10-year growth for period 1989-1998, latest available data.

# Transportation and the Economy

Transportation is an essential part of Washington state's economic health. A sound multimodal transportation system is needed to support our existing economy, to facilitate desired growth, to reduce the costs of congestion and inefficiency, and to link us together to promote success in all regions.

## Supporting Our Economy

According to the Washington State Economic Development Board, Washington is the most trade-dependent state in the country. We are uniquely and fortunately positioned as the nation's gateway to the Pacific Rim. Maintaining transportation connections between ports, manufacturing industrial centers, agricultural regions, and other key locations directly impacts the health of the state's economy.

## Facilitating Desired Growth

One of the signs of a healthy economy is the start-up of new businesses and the relocation of existing businesses. Washington state has become a leading center for advanced technology in computer software, biotechnology, electronics, medical equipment, and environmental engineering. Providing needed transportation support is often a key to encouraging the start-up of businesses in emerging growth sectors.

## Reducing the Costs of Congestion and Providing the Benefits of Efficiency

Shortcomings in the transportation infrastructure hinder Washington's business and industry competitiveness. Congestion and slow-downs cost money that could be spent more productively elsewhere in the economy. The rational choice would be investing that money in transportation infrastructure now, rather than allowing it to be consumed as a cost of congestion.

Transportation investments result in economic productivity by lowering transportation costs and travel times. In a competitive, free-market economy, lower transportation costs are passed on to consumers as lower prices for consumer goods, to workers as higher wages, and to owners of businesses as higher income.

The annual hidden cost of congestion, including the cost of delays and fuel due to congestion, has increased significantly over time. According to the *1999 Annual Mobility Report*, Seattle-Everett is ranked 3<sup>rd</sup> in the nation for both annual congestion cost and annual delay per eligible driver.<sup>1</sup>

<sup>1</sup>*Mobility Study (ongoing). Texas Institute. Texas A&M University, College Station, Texas. Available on the internet at: <http://mobility.tamu.edu>*

## Annual Cost of Congestion in Washington<sup>1</sup> Dollars per Driver

	1983	1997	Avg Annual Growth
Seattle-Everett	295	1,165	10%
Portland-Vancouver, OR-WA	115	885	16%
Tacoma	80	500	14%
Spokane	50	200	10%

## Promoting the Success of All Regions

Washington state has the advantage of a diverse geography and economy. Agriculture is one of the state's most important industries. Washington also has a significant natural resource-based component to its economy. Agriculture, wood products, fishing, aerospace, biomedical, manufacturing, technology-related and other industry all depend on the transportation network to move customers, employees, goods, and supplies.

A strong multimodal transportation infrastructure keeps these diverse sectors of the economy connected to distribution points. Goods moving by rail, truck, barge, or air enable geographic locations to take advantage of the most efficient system for their purposes. A variety of modal choices also keeps shipping costs low by providing inter-modal competition. A strong transportation system diversifies economic activity for stability and ensures that we are tied together — contributing to the success of all regions in the state.

## Use of Modes

	CY 1998	CY 1999	%
<b>Public Transit (Millions of Passenger Trips)</b>			
King County Metro	91.6	97.1	6.0
Pierce Transit	13.5	14.3	5.9
Spokane Transit	8.4	8.5	1.2
Community Transit	7.9	8.2	3.4
Twenty-two other authorities	34.2	35.7	4.4
<b>Highway Miles Traveled (Billions)</b>	51.9	52.7	1.5
<b>Ferries (Millions)</b>			
Passengers (Excluding Drivers)	14.9	15.3	2.7
Vehicles (Including Drivers)	11.3	11.5	1.8
<b>Major Airports (Millions of Passengers)</b>			
SeaTac	25.8	27.7	7.4
Spokane	3.0	3.0	—
<b>Amtrak Passenger Rail (Thousands)</b>			
Trips terminating and/or originating in the Vancouver, B.C., to Eugene, Oregon, corridor	1,524.9	1,715.6	12.5
<b>Freight Rail</b>			
Common Carriers	18.0	19.0	5.5
Rail Miles in Operation	3,123.0	3,123.0	—

## Total Centerline Miles

### Streets, Roads, and Highways

#### Approximate 1999 Mileage in Washington

	Paved	Unpaved	Total
<b>State Highways</b>			
Interstate	764		764
Rural	5,424	8	5,432
Urban	850		850
<b>State Total</b>	<b>7,038</b>	<b>8</b>	<b>7,046</b>
<b>County Roads</b>			
Rural			35,270
Urban			1,682
Urban Local Streets			3,455
<b>County Total</b>	<b>25,600</b>	<b>14,807</b>	<b>40,407</b>
<b>City Streets</b>			
Rural			2,275
Urban			3,065
Urban Local Streets			8,790
<b>City Total</b>	<b>13,776</b>	<b>354</b>	<b>14,130</b>
<b>Port District Roads</b>	<b>2</b>	<b>—</b>	<b>2</b>
<b>Other State Roads</b>	<b>Unknown</b>	<b>Unknown</b>	<b>11,899</b>
<b>Other Federal Roads</b>	<b>Unknown</b>	<b>Unknown</b>	<b>6,772</b>
<b>Total Statewide Miles</b>			<b>80,256</b>

# Vehicle and Driver Statistics: FY 2000

## Registered Vehicles

Autos	3,614,487
Motor Homes	79,434
Motorcycles	109,978
Mopeds	7,879
For Hire Bus, Stage	1,135
Truck/Tractor Truck	1,376,519
Other	11,437
<b>Total Motorized</b>	<b>5,200,869</b>
Trailer/Semitrailer	370,029
Campers	38,098
<b>Total Registered Highway Vehicles</b>	<b>5,608,996</b>

## Vehicle Operations

Miles Traveled	54 Billion
Persons per Motorized Vehicle*	1.144
<b>Annual Averages</b>	
Gallons Consumed per Vehicle	620
Miles per Gallon	17.17
Miles per Vehicle	10,636

\* Excluding motorcycles, mopeds and other vehicles.

## Population/Drivers

State Population	5,803,400
Driver Age Population (16 Years and Older)	4,436,721
Percent of Total Population	76.5%
Drivers' Licenses in Force	4,062,380
Percent of Total Population	70.0%

# Alternatives to Driving Alone

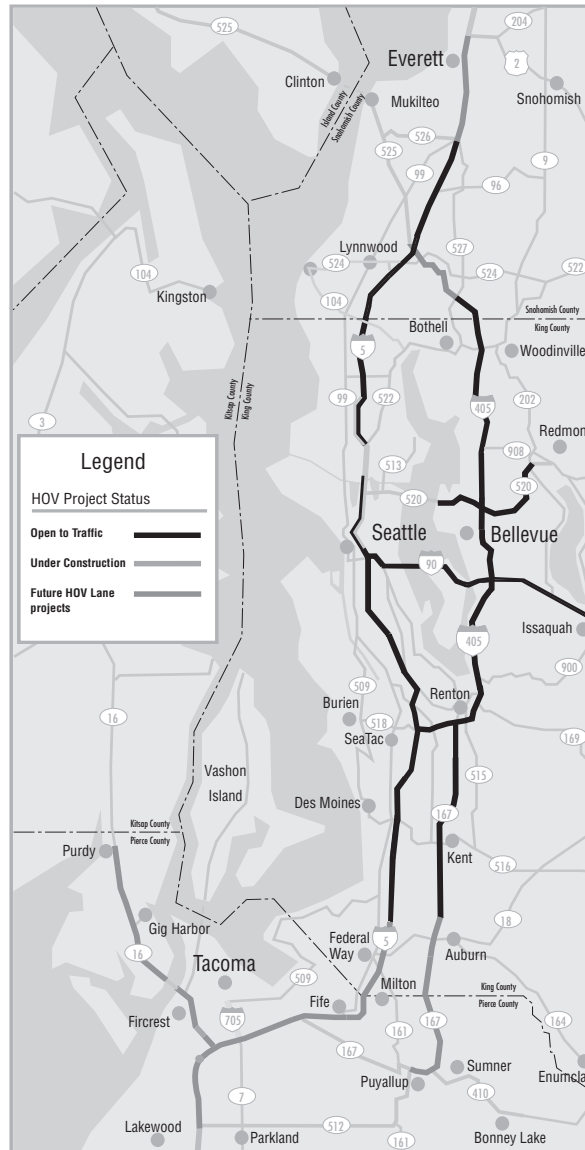
Traffic congestion in the greater Puget Sound and other corridors in Washington state causes delays in the movement of goods and people. Congestion produces economic and environmental costs.

A sound, multimodal transportation system includes alternatives to single-occupant vehicle traffic. The High Occupancy Vehicle (HOV) system is one component of an overall effort toward reducing congestion and delays. Other transportation options include carpooling, vanpooling, bicycling, walking, and transit use.

The consumer's annual costs to drive a vehicle have been calculated many ways. Direct costs (such as the price of a tank of gas) are fairly straightforward. One recent estimate of the average direct cost of owning and operating a personal automobile is 47.0 cents per mile.<sup>1</sup> Estimates of indirect costs (such as the social costs of traffic accidents) are much more difficult to calculate. Regardless of the method of calculation, it is clear that alternatives to single-occupant vehicles — including HOV lane use — can help ease the personal and social costs of congestion.

For current traffic and travel information:  
[www.wsdot.wa.gov/traveler.htm](http://www.wsdot.wa.gov/traveler.htm)

<sup>1</sup> *Your Driving Costs, 1999 Edition. American Automobile Association. Cost is based on vehicle traveling 15,000 miles per year and includes all operating and ownership costs.*



## HOV Lane Miles

HOV lane miles open to traffic	191
HOV lane miles under construction	9
HOV lane miles in planning stage	97
<b>HOV Lane Miles Total</b>	<b>297</b>

## Statewide Park and Ride Lots

WSDOT Region	Lots	Spaces
Northwest Region	165	23,608
North Central Region	8	254
Olympic Region	58	5,628
Southwest Region	24	1,497
South Central Region	19	1,037
Eastern Region	14	2,205
<b>Park and Ride Total</b>	<b>288</b>	<b>34,229</b>

For more information about transportation alternatives:  
[www.wsdot.wa.gov/pubtran](http://www.wsdot.wa.gov/pubtran)

**Relax.**  
There's more than one way to get here.

# Aviation

## Department of Transportation Aviation Functions

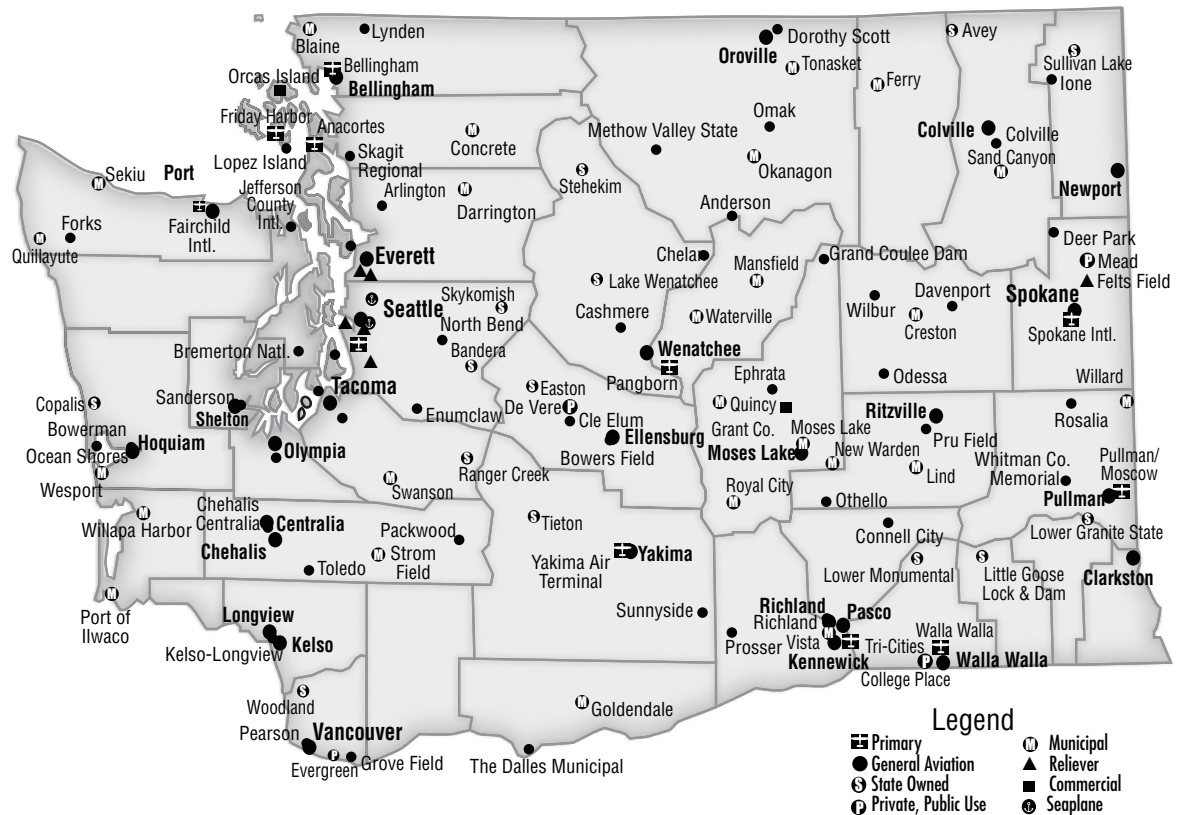
Aviation is important to the economic health of Washington and the quality of life of its citizens, businesses and visitors. Over 30 million passengers now land and take off from Washington airports every year. More than 500,000 metric tons of air cargo pass through our airports, and more and more pilots depend on the state's 129 public use airports.

The major functions of the WSDOT Aviation Division include: advocating for the development of an adequate system of public-use airports in Washington state, implemented through local government; promoting aviation safety; providing tourist information; managing air search and rescue for civilian aircraft; and promoting aviation in general, through close liaison with aviation clubs and associations.

The Washington State Aviation Policy, adopted in 1998, expanded the state's role regarding airport preservation, aviation safety, airport capacity, environmental protection and educational outreach on aviation issues.

For more information about the Aviation Division:  
[www.wsdot.wa.gov/aviation](http://www.wsdot.wa.gov/aviation)

## Public Use Airports in Washington State





# Public Transit Systems

Public transportation services are structured as follows:

## ■ Public Transportation Benefit Area (PTBA)

The PTBA is the most common structure, and the arrangement of 19 of the 26 transit systems.

## ■ Regional Transit Authority (RTA)

Two or more populous counties may establish an RTA to develop and operate a high capacity transportation system.

## ■ County Transportation Authority (CTA)

The CTA structure is used by one jurisdiction.

## ■ City

Individual cities are authorized to provide public transportation, and there are three such systems in the state.

## ■ Unincorporated Transportation Benefit Area (UTBA)

The UTBA structure is used by one jurisdiction.

## ■ County

Voters authorize counties to provide an assortment of metropolitan functions — including transit services. This system is currently approved only for King County.

Transit systems are funded from a variety of sources — farebox proceeds, federal funds, and sales taxes. The systems' sales tax rates are listed in the adjacent table.

For more information about the systems and their funding see, *annual summaries*, Public Transportation Systems in Washington State:

[www.wsdot.wa.gov/pubtran/industry/publications.htm](http://www.wsdot.wa.gov/pubtran/industry/publications.htm)

See chart to right:

<sup>1</sup>Garfield County Transportation is financed by unspecified locally generated tax revenues rather than sales taxes.

<sup>2</sup>It is expected that the 0.8 rate will be implemented 4/1/2001

<sup>3</sup>Pullman Transit is financed by utility taxes rather than sales taxes.

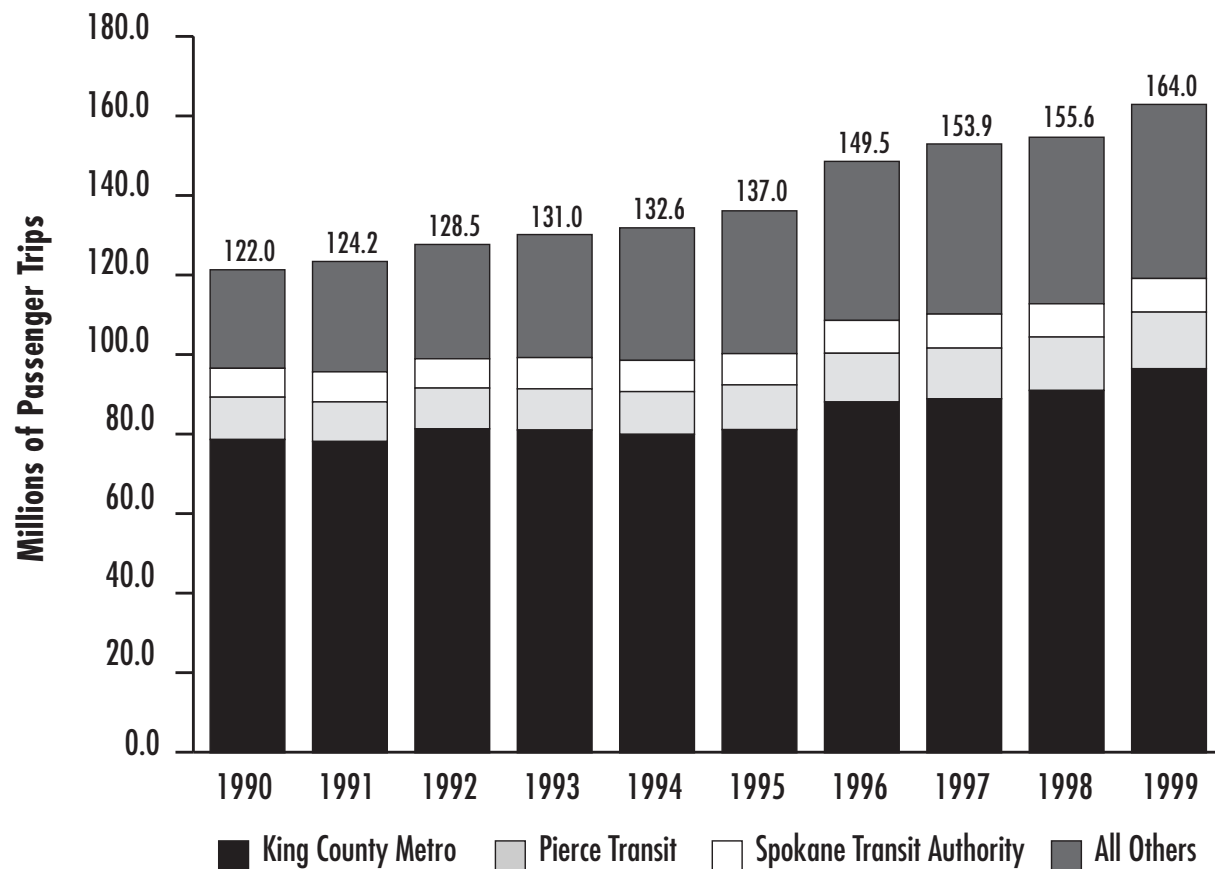
## System

		Authority	Sales Tax Rate
1	Ben Franklin Transit	PTBA	0.3
2	Clallam Transit System	PTBA	0.3
3	C-TRAN (Clark County)	PTBA	0.3
4	Community Transit	PTBA	0.6
5	Cowlitz Transit Authority (CUBS)	PTBA	0.1
6	Everett Transit	City	0.3
7	Garfield County Transportation	UTBA	— <sup>1</sup>
8	Grant Transit Authority	PTBA	0.2
9	Grays Harbor Trans. Authority	CTA	0.6
10	Intercity Transit	PTBA	0.3
11	Island Transit	PTBA	0.6
12	Jefferson Transit Authority	PTBA	0.3
13	King County/Metro Transit	County	0.8 <sup>2</sup>
14	Kitsap Transit	PTBA	0.5
15	Link (Chelan-Douglas Counties)	PTBA	0.4
16	Mason County Trans. Authority	PTBA	0.2
17	Pacific Transit System	PTBA	0.3
18	Pierce Transit	PTBA	0.3
19	Pullman Transit	City	— <sup>2</sup>
20	SoundTransit	RTA	0.4
21	Skagit Transit Authority	PTBA	0.2
22	Spokane Transit Authority	PTBA	0.3
23	Twin Transit	PTBA	0.1
24	Valley Transit	PTBA	0.3
25	Whatcom Trans. Authority	PTBA	0.3
26	Yakima Transit	City	0.3

# Public Transit Ridership

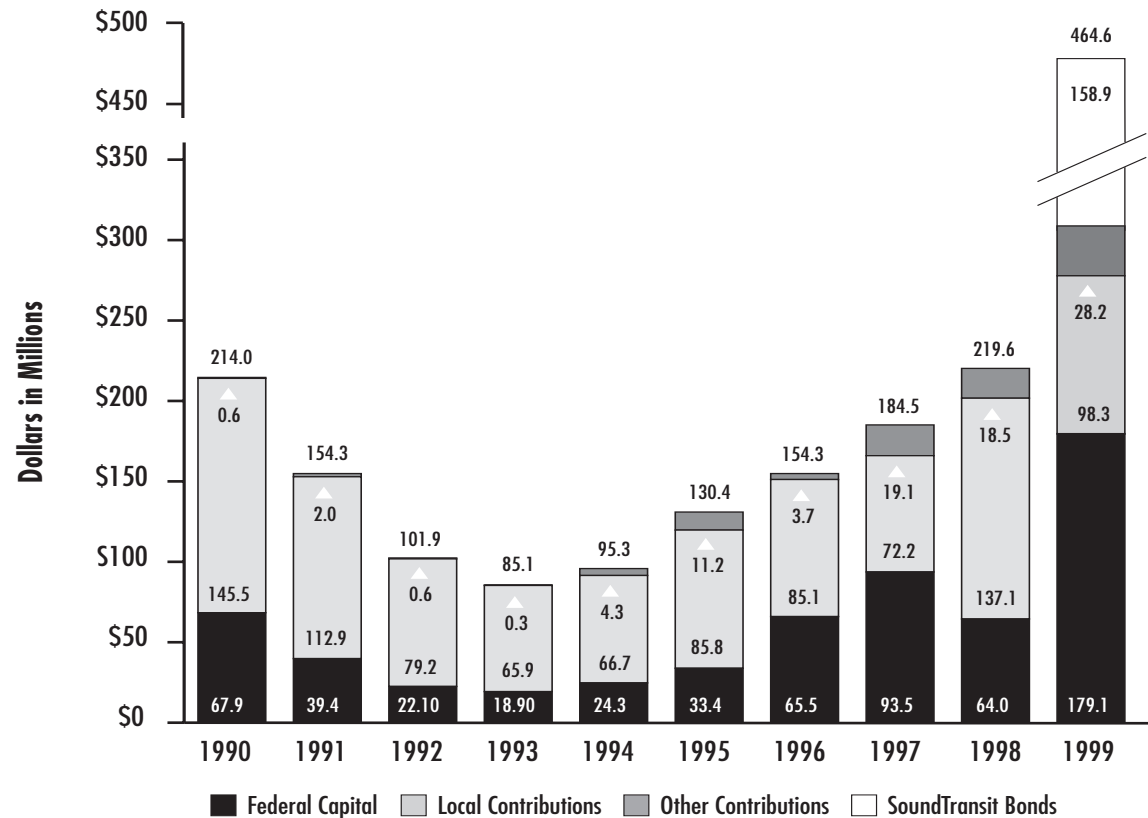
Twenty-six public transit agencies in Washington provide fixed-route and demand-response service. This chart displays the combined passenger-trips for both types of service. Almost 60 percent of the 164 million passenger-trips in 1999 were provided by King County Metro.

For more information:  
[wsdot.wa.gov/pubtran/getthere/bus/.htm](http://wsdot.wa.gov/pubtran/getthere/bus/.htm)



# Public Transit Capital Investment

Public transit capital investments rely on a mix of federal, state, and local funds. The level of activity from year-to-year is very project sensitive. The mix of funding depends on the types of projects proposed and the success of local systems in competing for funds. These factors explain the profile of the adjacent chart. The 1999 increase in capital expenditures illustrate the impact of the sale of SoundTransit bonds. Proceeds from the bond issue have been used for the following capital projects: LINK (electric light rail program); Regional Express (bus program); and Sounder, (commuter rail program).



# Ferry Fleet



## Jumbo Mark II Class: 3 Vessels

*Puyallup, Tacoma and Wenatchee*  
218 autos / 2,500 passengers



## Jumbo Class : 2 Vessels

*Spokane and Walla Walla*  
206 autos / 2,000 passengers



## Super Class: 4 Vessels

*Elwha, Hyak, Kaleetan and Yakima*  
160 autos / 2,500 passengers



## Issaquah Class: 6 Vessels

*Cathlamet, Chelan, Issaquah, Kittitas, Kitsap and Sealth*  
100 -130 autos / 1,200 passengers



## Evergreen State Class: 3 Vessels

*Evergreen State, Klahowya and Tillikum*  
100 autos / 1,000 - 1,140 passengers



## Steel Electric Class: 4 Vessels

*Illahee, Klickitat, Nisqually and Quinault*  
75 autos / 665 - 800 passengers

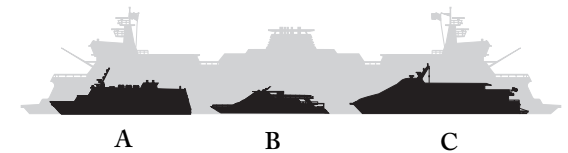
## Others: 2 Vessels



*Rhododendron*  
65 autos / 546 passengers



*Hiyu*  
40 autos / 200 passengers



## Passenger-Only: 5 Vessels

*Kalama and Skagit (A)*  
250 passengers

*Tyee (B)*  
329 passengers

*Chinook and Snohomish (C)*  
350 passengers

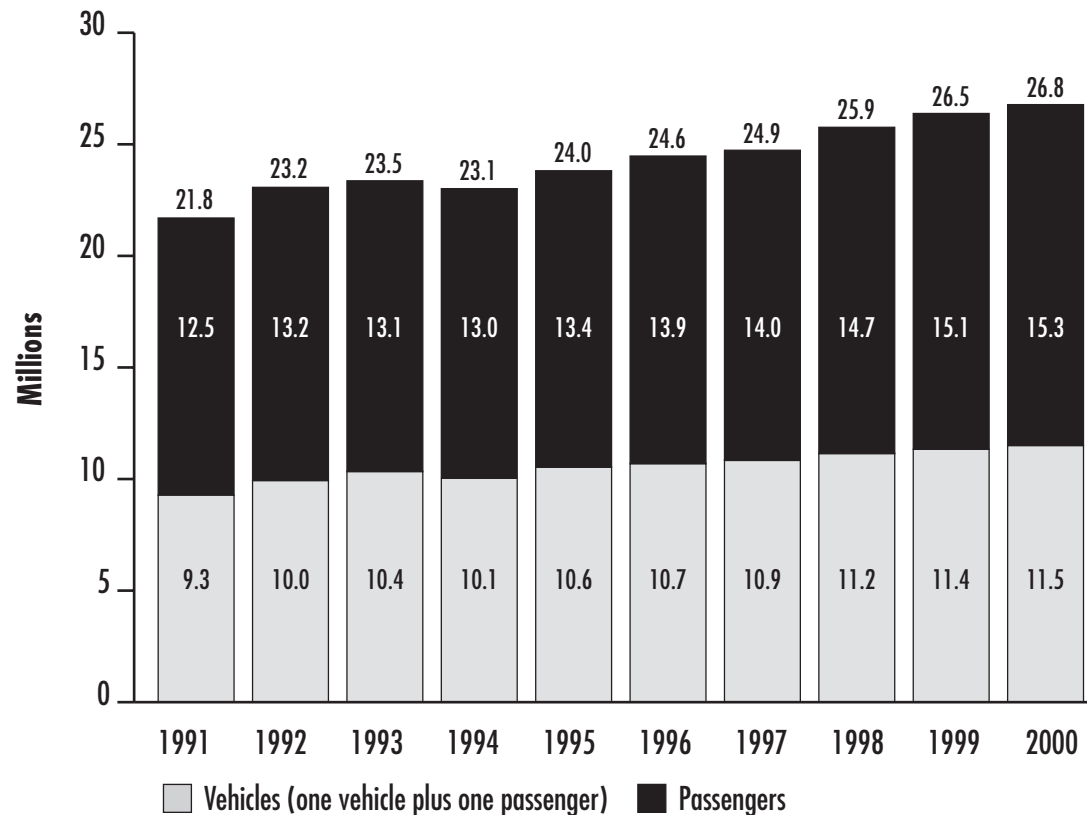
# Ferry Traffic

Ferry traffic continues to increase in the growing Puget Sound region, despite the constraints of limited physical capacity.

Washington State Ferries, a modal division of WSDOT, operates the largest ferry fleet in the United States. Twenty-nine ferries cross Puget Sound and its inland waterways, carrying over 27 million passengers to 20 different ports-of-call. From Tacoma to Sidney, B.C., the system serves as a marine highway for commercial users, tourists, and daily commuters alike.

Between 1991 and 2000, the number of vehicles embarking the ferry system increased by an average of almost 2.5% per year. As the system nears capacity on some routes, the potential for continued growth is limited. During 1994, ridership decreased for the first time in a decade due to a combination of capacity restraints and a slowing of the regional economy. Since then, the growth trend has resumed.

*For more information:*  
[www.wsdot.wa.gov/ferries/](http://www.wsdot.wa.gov/ferries/)

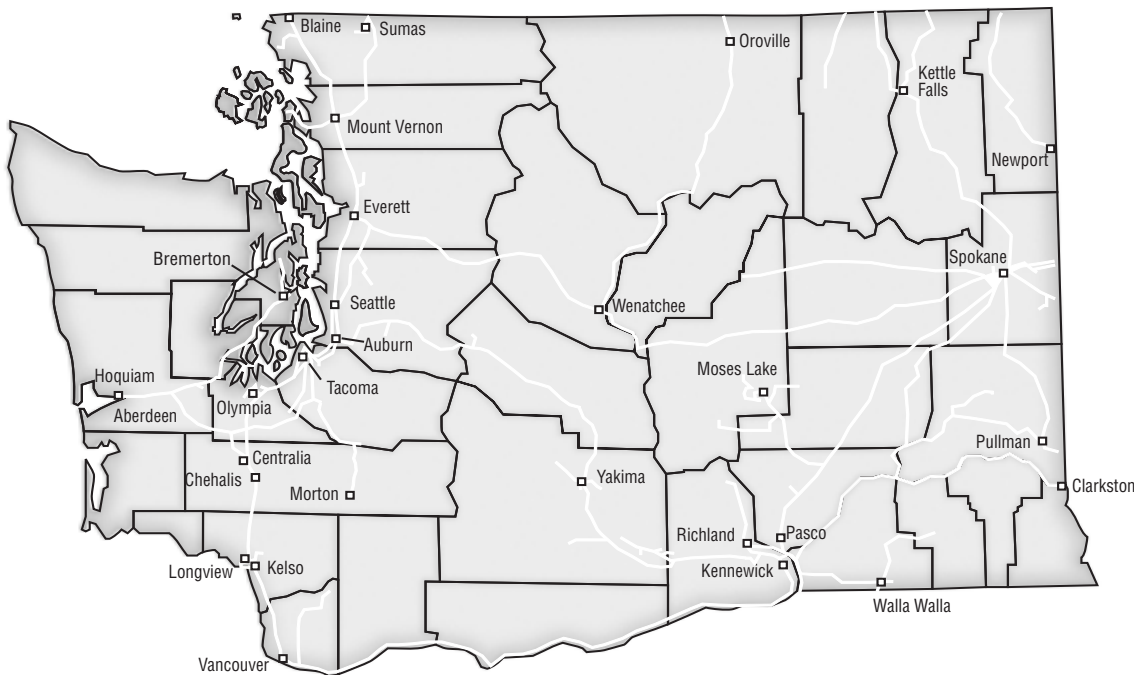


# Freight Railroads in Washington State

Freight rail is an important component of the economy and the employment base in Washington state. A multimodal infrastructure that preserves the option of moving freight by rail provides several

advantages — it reduces highway congestion, it keeps shipping prices competitive by providing alternatives, and it serves as a link, tying all our regions together.

*For more information about rail in the Pacific Northwest:  
[www.wsdot.wa.gov/pubtran/rail/freight.htm](http://www.wsdot.wa.gov/pubtran/rail/freight.htm)*



## 1998 Rail Statistics<sup>1</sup>

Total rail miles	3,182
Rail carloads handled <sup>2</sup>	1,914,833
Total tons carried by rail <sup>2</sup>	74,261,836

## Rail Tonnage of Top Commodities<sup>1</sup>

### Commodities originating within the state

Top 5 Commodities	Tons	% of Total
Mixed freight	5,313,616	22%
Lumber or wood products	4,181,084	18%
Waste and scrap	2,881,580	12%
Pulp and paper	1,471,420	6%
Farm products	1,406,572	6%

### Commodities terminating within the state

Top 5 Commodities	Tons	% of Total
Farm products	11,751,763	31%
Mixed freight	4,183,412	11%
Lumber or wood products	3,089,520	8%
Food Products	2,631,198	7%
Chemicals	2,468,377	7%

*Note: This page displays most recent data available.*

<sup>1</sup>1998 data from the Policy, Legislation, and Economics Department of the Association of American Railroads, Washington, D.C., at Internet site [www.aar.org/states1998.nsf](http://www.aar.org/states1998.nsf)

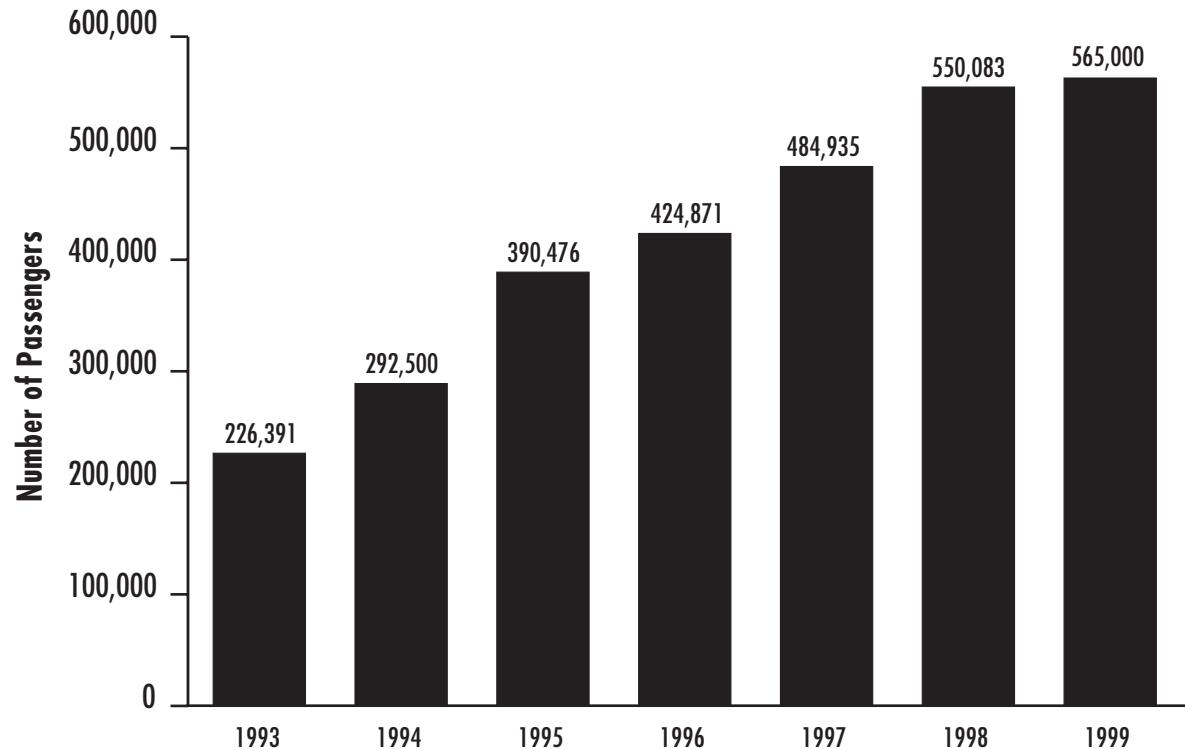
<sup>2</sup>Freight originating in, terminating in, or carried through the state.

# Amtrak in Washington State

Congestion on Washington's highways ranks among the worst in the nation. Washington state has created a partnership to develop faster, more frequent Amtrak service to help relieve this traffic congestion and rejuvenate our urban centers while reducing air pollution. 565,000 passengers rode Amtrak within the Pacific Northwest Rail Corridor in 1999. This diverted 31 million miles of single-occupancy vehicle traffic from our highways and reduced air pollution emissions by over 700 tons.



The 466-mile Pacific Northwest Rail Corridor extends from Eugene, OR, through Portland and Seattle to Vancouver, BC. In 1992, the Federal Railroad Administration designated this route as a high-speed rail corridor. Since then, Washington state has worked with Amtrak and other partners to deliver faster, more frequent service on the corridor.



For more information: [www.wsdot.wa.gov/pubtran](http://www.wsdot.wa.gov/pubtran) and click on 'rail'

The Amtrak Cascades train service is sponsored in part by Washington state. Three daily round trips are provided between Seattle and Portland with two of these trips extending south to Eugene. Amtrak also offers two daily round trips between Seattle and Bellingham with one of these extending north to Vancouver, BC. In addition, Washington also invests in railroad track, safety system and station upgrades within the state.

There are currently two Amtrak long-distance trains that serve Washington state; the Empire Builder and the Coast Starlight. The Empire Builder offers one daily round trip between Seattle and Chicago and the Coast Starlight offers one daily round trip between Seattle and Los Angeles.

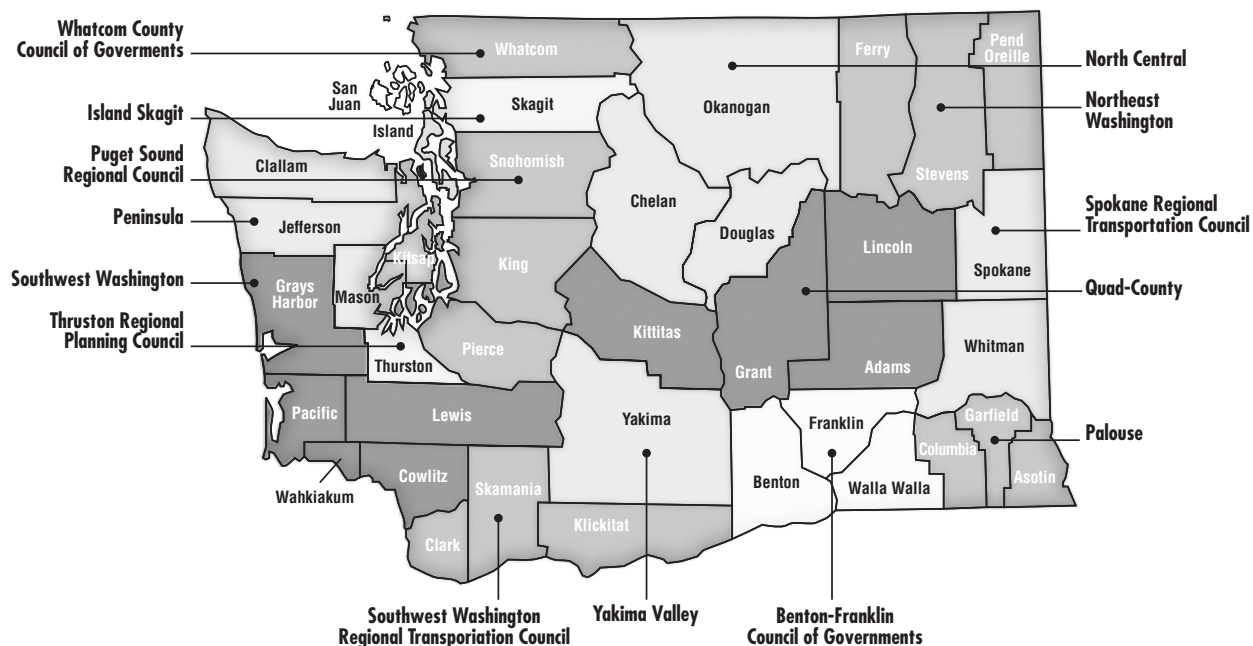
# State Transportation Planning Process

## The Planning Partnership

Transportation planning in Washington state is a joint, coordinated partnership between city, county, state, federal and tribal entities. Metropolitan Planning Organizations (MPOs), which are federally mandated, and Regional Transportation Planning Organizations (RTPOs), associations of voluntary regional transportation planning interests, lead the regional efforts.

For more information about our partners and planning process, see "Shaping our Future": [www.wsdot.wa.gov/wtp](http://www.wsdot.wa.gov/wtp)

## Regional Transportation Planning Organizations and Counties



## The Current WTP Update Planning Process

### Driving Factors

- Trends
- Customer Input
- Legislation
- RTPOs, Tribes, and Other Partners' Policies

### WTP Vision

- Statewide Vision
- Developed By All Transportation Partners
- Defined Goals and Desired Outcomes

### WTP

- 20-Year System Plans
- Regional Plans

- Service Objectives
- Deficiencies and Needs
- Solutions and Action Strategies
- Performance Measures

### Six-Year Implementation Plans

- Priority Setting
- Strategic Investment



# Washington's Transportation Plan (WTP) Update



## WTP What is it?

WTP is the decision document that links state, regional and local transportation plans to provide strategic directions for sound transportation investments.

## Why Update?

Washington's Transportation Plan is a "living and dynamic" plan. As a dynamic plan, it needs to be updated periodically and this update is now underway.

## Why is it Different?

The WTP involves all transportation partners to:

- Develop a statewide vision for transportation
- Set priorities on strategic investments to attain the vision
- Integrate all regional and state planning to coordinate modes and investments
- Provide specific six-year implementation plans
- Provide clear, customer-focused performance measures

## What is "The Vision"?

The WTP Vision Model is a statewide vision for transportation in the future. It was developed by the Washington State Transportation Commission in partnership with all the RTPOs, the Tribes and other WSDOT transportation partners.

Livability is the central theme for this vision. It is a concept that conveys an image of a future that is enduring, vibrant, civil (considerate) and offers a desirable quality of life.

**Vibrant Communities:** livable communities that feel safe, offer opportunities and choices, a sense of identity, accessible government, and mobility.

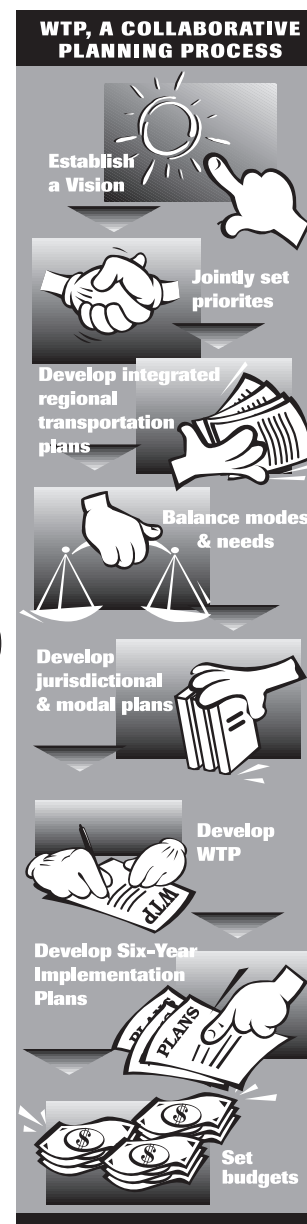
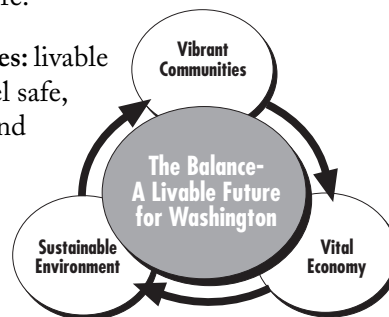
### Vital Economy:

is directed toward competition, creativity, and variety in economic activities.

**Sustainable Environment:** one which is enduring as a result of minimizing the depletion or degradation of resources.

The WTP is taking a strategic approach to obtaining the Vision. This approach determines how projects will be selected to align with the Vision.

For more information about the WTP Vision, see "Vision Development Report":  
[www.wsdot.wa.gov/ppsc/wtp/web\\_page\\_99/](http://www.wsdot.wa.gov/ppsc/wtp/web_page_99/)



### Phase 1 Jan - Dec 1998 Collaboration

*Develop a common vision for transportation in Washington state*

### Phase 2 Jan 1999 Integration

*Jointly set priorities with our transportation partners to improve our ability to propose strategic investment decisions*

### Phase 3 Spring 2000 Implementation

*Coordinate transportation planning efforts at the regional level to enhance the integration of modes*

### Jan - June 2001

- Develop 20-Year Plan
- Develop Coordinated Six-Year Implementation Plan

### Sept 2001 Draft Plan For Public Review

### Dec 2001 WTP Adoption

### Develop 2003-2005 Budget

# A WTP Element: the Highway System Plan

## What is the Highway System Plan?

The Highway System Plan is the element of the WTP for state owned highways. It defines service objectives, action strategies and costs to maintain, operate, preserve and improve our state highway system. It is the basis for the state highway element of the six-year plan and the two-year state highway budget. The adjacent figure lays out all needs in relation to potential revenue.

**Maintenance** is defined as day-to-day upkeep and repair activities of the approximately 7,000-mile state highway system. Examples include pavement patching and repair; grading ditches, repairing slides, plowing snow and trimming vegetation on 97,500 acres of roadside. Maintenance of our roads is essential; it protects the public investment in the infrastructure at the lowest cycle cost. The 20-year cost for the maintenance of our state highways is \$2.72 billion.

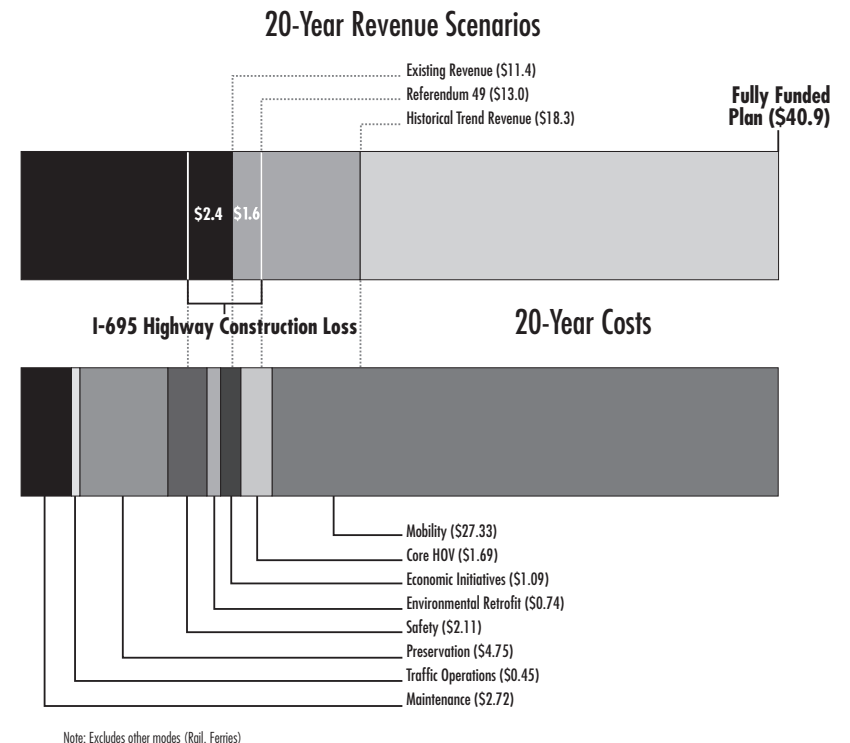
**Traffic Operations** functions optimize the efficiency of the highway system through traffic signal timing and coordination. For example, improving freeway operation through traffic flow management techniques (e.g. ramp metering in peak hours, traffic signals, service patrols and incidence response teams) and providing low cost safety and traffic flow improvements to address concerns from the public. The 20-year cost for traffic operations on our state highways is \$0.45 billion.

**Preservation** of our state highways is defined as capital investments to preserve the structure. Examples would be repaving the lanes to prevent cracking, replacing safety structures and repainting bridges. The 20-year projected costs for preservation is \$4.75 billion.

**Improvements** are changes made to the system to relieve congestion, improve safety, accommodate growth and retrofit existing facilities for environmental reasons. It is the most expensive program for our highway system. Improvements increase highway capacity to move more people and goods. These activities include widening roads, creating new interchanges, truck climbing lanes and erecting noise mitigations walls. Total costs for improvements are shown on the right.

For more information, see "State Highway System Plan," : [www.wsdot.wa.gov/ppsc/planning/hsp.htm](http://www.wsdot.wa.gov/ppsc/planning/hsp.htm)

## Highway Needs versus Revenue Billions of 1997 Dollars



### Improvements are categorized as:

Mobility/Core HOV - \$29.07 billion  
Highway Safety - \$2.11 billion  
Economic Initiatives - \$1.09 billion  
Environmental Retrofit - \$0.74 billion

### Examples:

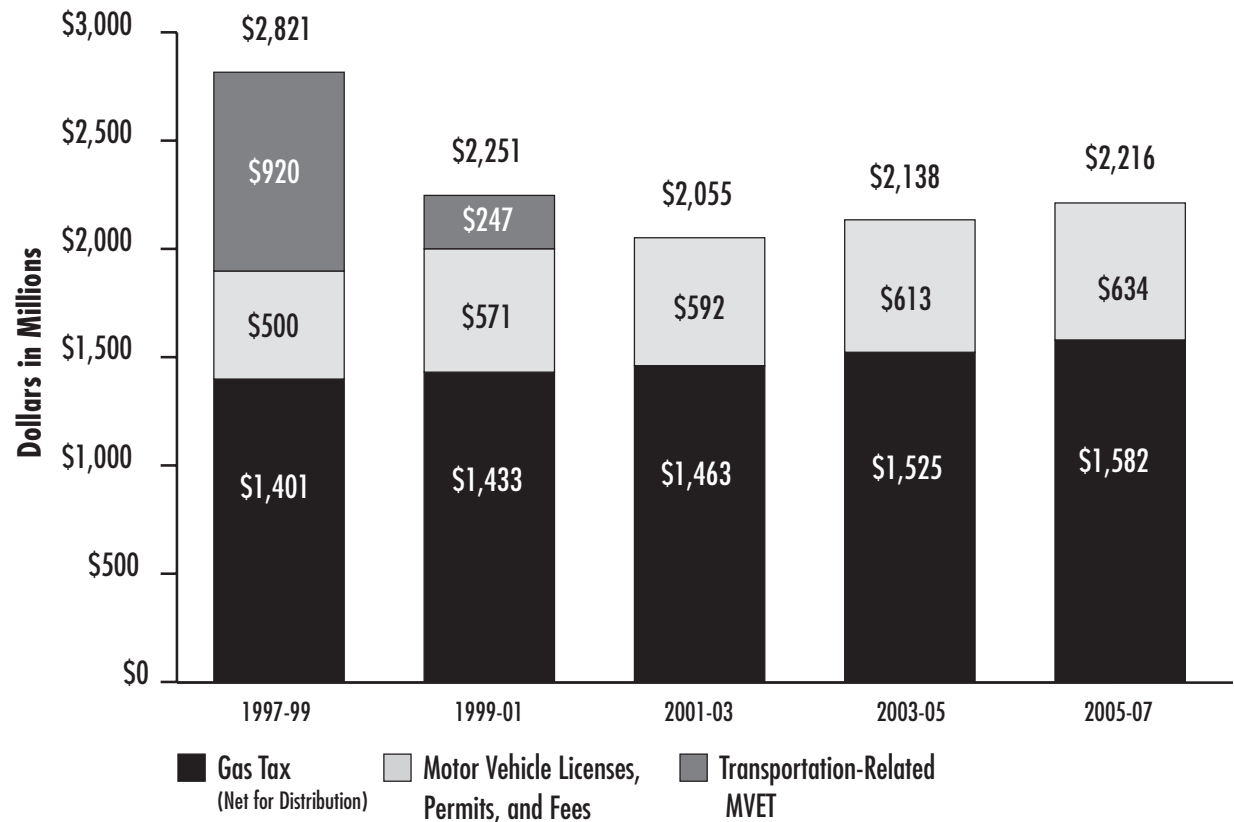
Relieve congestion  
Reduce the risk of collisions  
Reduce freight delay  
Reduce environmental impacts

# Major Sources of State Transportation Revenue

In Washington, there are two principal state-imposed and state-collected sources of revenue available to fund transportation: gas tax and vehicle licenses, permits and fees. In recent biennia, transportation funding was also supported by the Motor Vehicle Excise Tax (MVET), which was based on vehicle value.

I-695, passed in 1999, eliminated the MVET and increased the Motor Vehicle Registration Fee from \$27.75 new, or \$23.75 renewal, to \$30.00. Prior to the passage of I-695, only the MVET captured growth as well as inflation. The gas tax is a flat tax that does not keep up with inflation – it must be increased periodically to keep up with system wide needs.

For the ten year period covering fiscal years 1998 to 2007, actual experience and forecasts indicate the average annual growth rates for Gas Tax revenue at 1.6% and 3% for Licenses, Permits, and Fees.



Based on November 2000 revenue forecast.  
Components may not add to totals due to rounding.

## State Gas Tax History

1921	1 cent
1924	2 cents
1929	3 cents
1931	4 cents
1933	5 cents
1949	6.5 cents
1961	7.5 cents
1967	9 cents
1977	Variable 21.5 percent of retail price, net of taxes 12 cent lid Enacted at 11 cents
1979	12 cents Rose to lid
1981	Variable Changed to 10 percent of retail price, net of taxes 12 cent floor Enacted at 13.5 cents first 6 months, then fell to 12 cent floor
1983	10 percent variable repealed Increased to 16 cents July 1983
1984	18 cents in July 1984
1990	22 cents in April 1990
1991	23 cents in April 1991

## Gas Tax Distribution

Following are the computed equivalent cents based on legislated distribution after deductions for rebates and transfers for non-highway use, Department of Licensing's cost of collection, and the State Treasurer's cost of distribution.

### Dedicated 23 Cent Distribution (RCW 46.68.090)

State Highway Purposes (Motor Vehicle Fund)	10.21¢
Special Category C Account	0.75¢
Ferry Operations Account	0.54¢
Ferry Capital Construction Account	0.55¢
Urban Arterial Trust Account	1.74¢
Transportation Improvement Account	1.30¢
Cities	2.46¢
Counties — Regular Distribution	4.42¢
Counties — Arterial Preservation Account	0.45¢
Rural Arterial Trust Account	0.58¢
<b>Total</b>	<b>23.00¢</b>

# Gas Tax Revenue Distribution

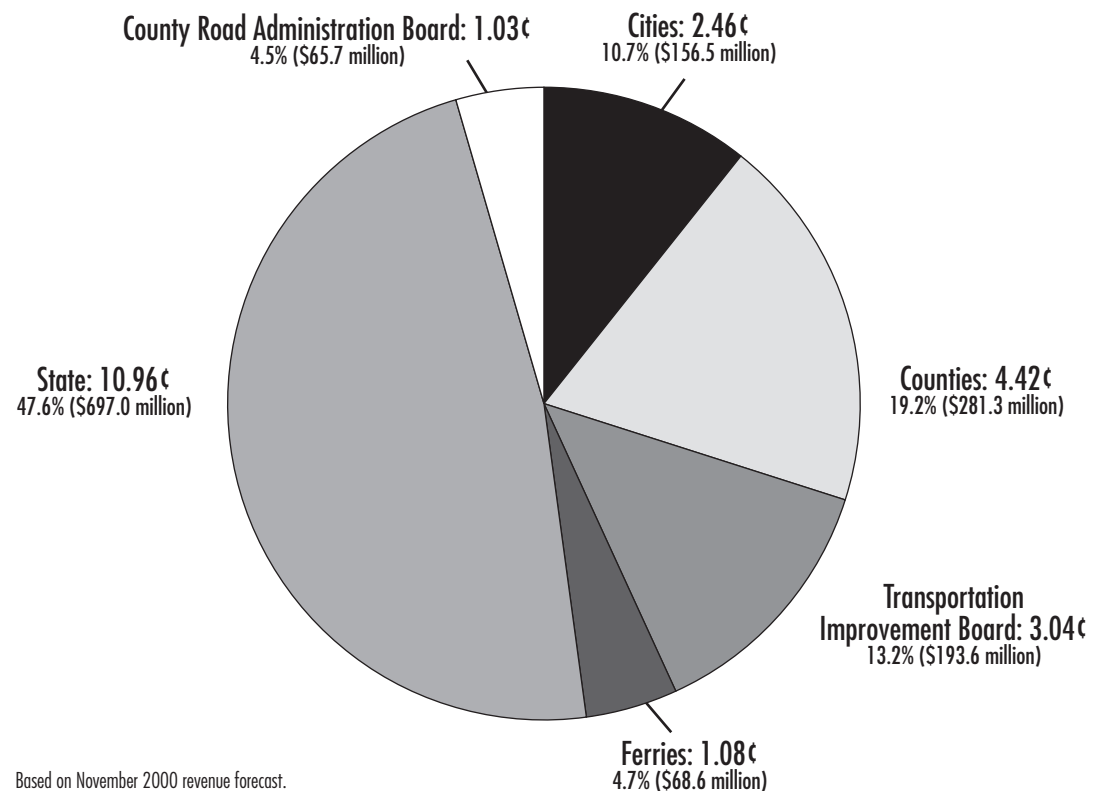
The 18th Amendment to the Washington State Constitution dedicates motor fuel tax proceeds to “highway purposes.” Revenue generated from the gas tax is distributed to various jurisdictions, as shown in the pie chart on the right. The “state” share, about half of total revenues, supports WSDOT highway programs, as well as activities for a number of other state agencies that are defined as “highway purposes.” Of this distribution, WSDOT activities that are funded include, among other things, highway construction, maintenance, administration, and the debt service on highway construction bonds.

A nearly equal amount is distributed directly to cities, counties, and other agencies for roadway programs. The remainder pays for ferry operations and capital improvements. (The ferry system is considered a highway purpose under the amendment.)

In the 2001-2003 biennium, each penny of gas tax is expected to yield approximately \$64 million.

## 2001-03 Biennium

Gas Tax = 23¢ per gallon • Total Revenue = \$1,462.8 million

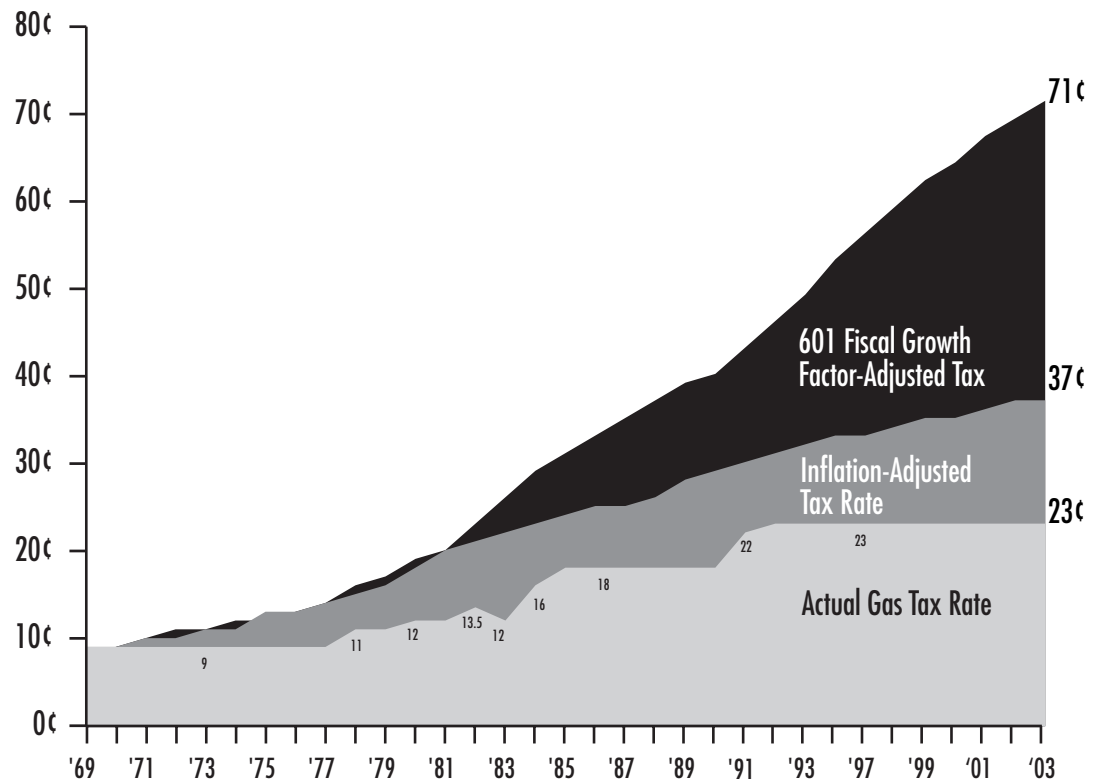


Based on November 2000 revenue forecast.  
Components may not add to totals due to rounding.

# State Gas Tax vs. Inflation and Growth

Washington state's gas tax has been raised just seven times over the last quarter-century. Increases in the tax typically have been levied in response to pressing needs. If the gas tax were related to a measure of costs — for example, if tax increases were triggered by increases in inflation or fuel efficiency — an even stream of revenue could be raised and potential crises could be avoided.

In November 1993, Washington voters approved Initiative 601, limiting increases in State General Fund expenditures to a “fiscal growth factor”: the average sum of inflation and population changes of the prior three fiscal years. The adjacent chart shows what gasoline tax rates would be in 2001 if the 1969 tax rate of nine cents per gallon were keyed to inflation or the fiscal growth factor.

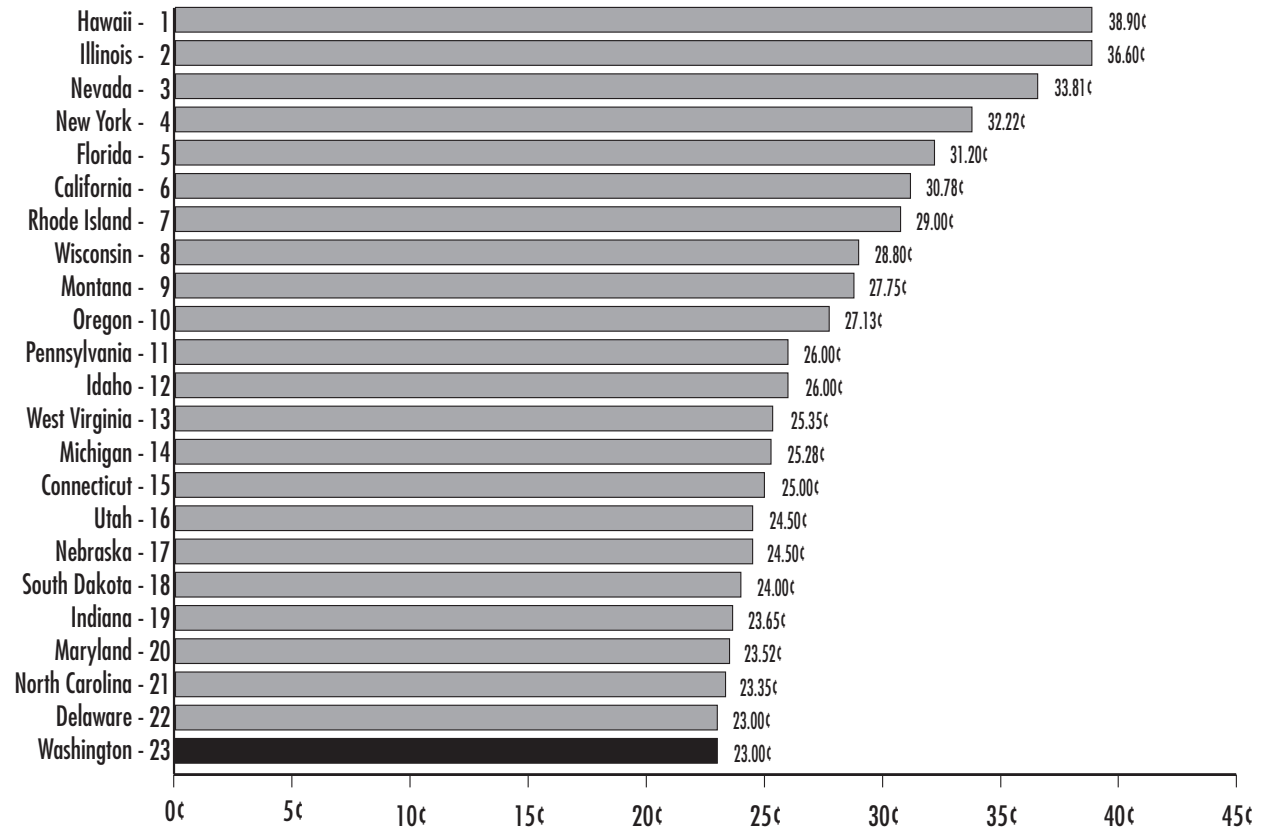


<sup>1</sup>If adjusted to the I-601 fiscal growth factor the gas tax in 2000 would be 69¢, and if adjusted for inflation would equal 37¢.

# Combined State and Local Gas Tax Rates

Most of the 50 states tax gasoline at rates in excess of 20¢ per gallon. Many states also charge other taxes, fees, and surcharges on gas. When these charges are added to the excise tax, the actual gas tax rate can increase substantially — in Hawaii, for example, it more than doubles.

Washington's gas tax ties again with Delaware, placing Washington 23th among the 50 states and the District of Columbia. Recent changes include North Carolina's increase of 1.1¢ moving it ahead of Washington and Delaware. New York, California, and Florida have all had increases. Connecticut decreased its gas tax by 7¢ a gallon because of the passage of the 2000 Connecticut Omnibus Tax Bill and moved down the chart from last year (though it's still ahead of Washington).



# Motor Vehicle Excise Tax

## History (Transportation-related)

- 1937 The Motor Vehicle Excise Tax (MVET) established
- 1969 1% local option MVET for transit to replace 50% of the 2% state MVET, effective July 1, 1971
- 1977 0.2% surtax temporarily dedicated to ferry capital construction, effective Aug. 1, 1978 to Aug. 1, 2008
- 1987 0.2% surtax for ferry capital construction made permanent
- 1989 Temporary 0.1% surtax for ferry system operations extended through Dec. 1990
- 1990 0.1% surtax for ferry operations is made permanent; 0.2% surtax for transportation purposes approved; MVET equal to 0.1% vehicle value from General Fund is transferred to Transportation Fund, effective July 1, 1993
- 1993 0.1% transfer from General Fund to Transportation Fund deferred from July 1, 1993 to July 1, 1995;  
Transit residual goes to General Fund rather than to Transportation Fund for the 1993-95 biennium
- 1998 Referendum 49 provides a \$30 credit for passenger vehicles and increases distributions for transportation purposes, effective January 1, 1999
- 1999 Initiative 695 eliminates the MVET, effective January 1, 2000
- 2000 Rental Car Tax was not eliminated with the passage of I-695. It is now deposited in the Multimodal Transportation Fund.

In November 1999, Washington voters approved Initiative 695, eliminating the Motor Vehicle Excise Tax. Prior to the passage of I-695, MVET revenues for the 1999-01 biennium were estimated to be almost \$1.6 billion. Since I-695 eliminated the MVET effective January 1, 2000, only the first six months of revenue for the 1999-01 biennium was collected. After January 1, 2000, all MVET revenue collections ceased with the exception of the Rental Car Tax, which is deposited in the Multimodal Transportation Fund.



# Motor Vehicle Registration Fee History

## Automobiles 40+ horse power

Year	Fee	Disposition of Revenue
1915	\$ 7.50	Highway Fund
1917	\$10.00	Highway Fund

## Automobiles <1,500 lbs.

Year	Fee	Disposition of Revenue
1919	\$10.00	Motor Vehicle Fund (MVF)

## Automobiles for private use (any weight and power configuration)

Year	Fee	Disposition of Revenue
1931	\$ 3.00	MVF
1949	\$ 5.00	MVF
1957	\$ 6.50	\$3.00 to MVF and \$3.50 to the State Patrol Highway Account
1961	\$ 6.90	\$3.40 to MVF and \$3.50 to the State Patrol Highway Account
1965	\$ 8.00	\$3.40 to MVF and \$4.60 to the State Patrol Highway Account
1969	\$ 9.40	\$3.40 to MVF and \$6.00 to the State Patrol Highway Account
1971	\$ 9.40	All revenues to MVF (Washington State Patrol funded from MVF)
1975	\$13.40 New \$ 9.40 Renewal	MVF

Year	Fee	Disposition of Revenue
1981	\$13.40 New \$ 9.40 Renewal	\$7.40 of new and \$3.40 of renewal fee proceeds are distributed to transportation accounts, with the MVF receiving 72.7% of these funds, and the Puget Sound Ferry Operations Account receiving the remainder (27.3%). Proceeds from the remaining \$6.00 of fees are distributed to the State Patrol Highway Account.
1982	\$23.00 New \$19.00 Renewal	There is no change to the distribution of new and renewal fee proceeds to the MVF and Puget Sound Ferry Operations Account. Proceeds from the remaining \$15.60 of fees are distributed to the State Patrol Highway Account.
1989	\$27.75 New \$23.75 Renewal	There is no change to the distribution of new and renewal fee proceeds to the MVF and Puget Sound Ferry Operations Account. Proceeds from the remaining \$20.35 of fees are distributed to the State Patrol Highway Account.
2000	\$30.00 New \$30.00 Renewal	The passage of Initiative 695 increased the motor vehicle registration fee to thirty dollars. There was no change to the distribution of new and renewal fee proceeds to the Motor Vehicle Fund or the Puget Sound Ferry Operations Account. Proceeds from the remaining fees (\$22.60 New and \$26.60 Renewal) are distributed to the State Patrol Highway Account.

# History of Combined License Fees

Gross weight fee tables that apply specifically to trucks were established in 1937. From 1937 until 1987, two fees were levied separately — a registration fee and a fee based on the weight of the truck. In January 1987, legislation went into effect that brought together the two fees to form the Combined License Fee (CLF). The last change to the CLF was in 1994 when the schedule was extended from 80,000 to 105,500 pounds and the fee was raised by \$90 for most vehicles over 40,000 pounds. The table on the right displays the range of truck weights subject to the CLF and sample fees for trucks with a gross vehicle weight (GVW) of 30,000 and 80,000 pounds.

## Disposition of Revenue

A \$2.00 filing fee is collected by either the Department of Licensing or subagents. If collected by the Department of Licensing, the filing fee is deposited in the Multimodal Transportation account. If a subagent sells a CLF registration, they retain the filing fee. The remaining proceeds are distributed as follows: 74.8% to the Motor Vehicle Account; 23.7% to the State Patrol Highway account; and 1.5% to the Puget Sound Ferry Operations account.

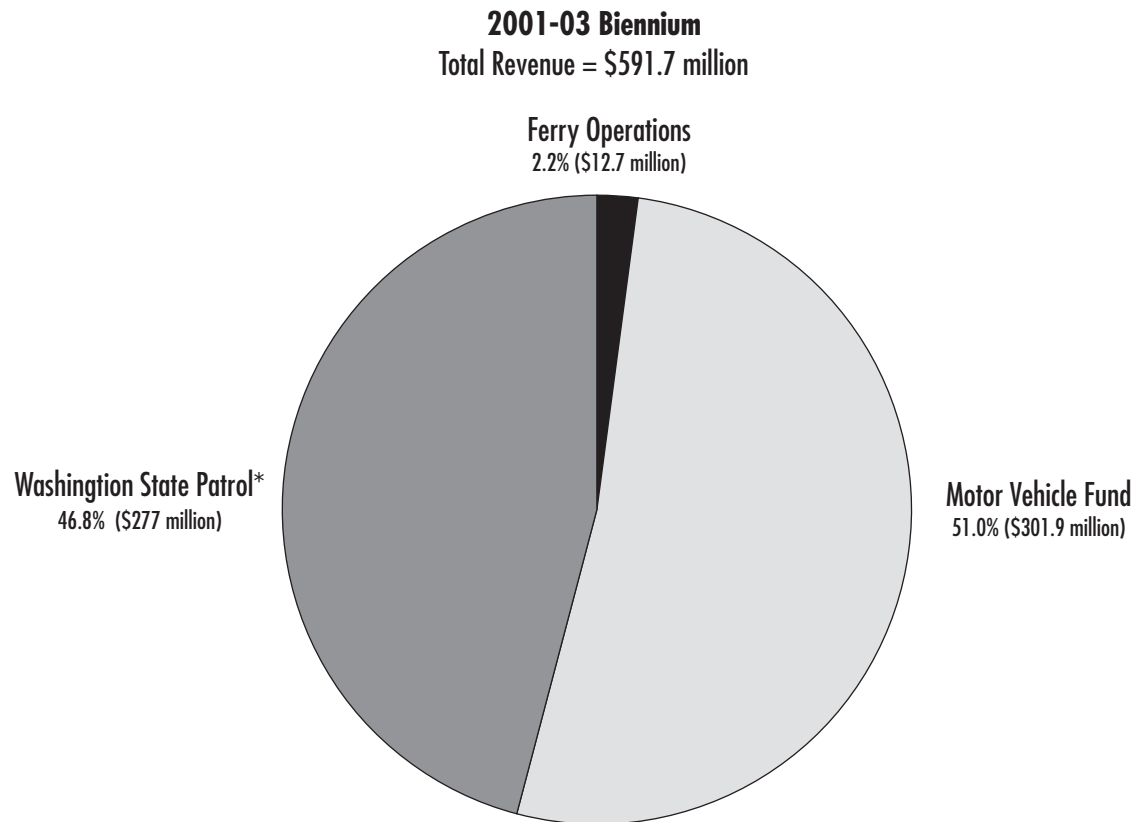
## Regular Gross Weight Fees and Vehicle Registrations for Trucks

Year	Truck Weights	Sample Fees	
	Subject to CLF (in lbs.)	30,000 lbs	80,000 lbs
1937	30,000 +	\$253.00	N/A
1947	4,000 to 36,000	\$229.00	N/A
1949	6,000 to 36,000	\$275.00	N/A
1955	4,000 to 36,000	\$290.00	N/A
1957	4,000 to 36,000	\$291.50	N/A
1961	4,000 to 36,000	\$311.90	N/A
1967	4,000 to 72,000	\$178.50	N/A
1969	4,000 to 72,000	\$188.40	N/A
1976	4,000 to 80,000	\$192.40	\$936.40
1987	4,000 to 80,000	\$182.18	\$1,085.95
1988	4,000 to 80,000	\$182.18 + \$4.75 surcharge	\$1,085.95 + \$4.75 surcharge
1990	4,000 to 80,000	\$253.00	\$1,518.00
1994	4,000 to 105,500	\$253.00	\$1,608.00

# Vehicle Licenses, Permits and Fees Revenue Distribution

Licenses, permits, and fees are often jointly referred to as LPF. Together they are the second major source of transportation funds after gas taxes, and are expected to account for about \$592 million in revenue in the 2001-2003 biennium. Over half of LPF goes to the Motor Vehicle Fund.

The principal sources of LPF revenue are annual registration fees and the Combined License Fee (CLF). Of the total 2001-2003 LPF collections, the CLF will account for approximately \$276.2 million. The CLF, which includes registration and a gross weight fee, is paid by vehicles such as commercial- and personal-use trucks. An additional \$225.6 million is expected from annual registration fees paid by cars and other personal-use vehicles. The remainder will be accounted for by other LPFs such as vehicle inspection fees, title fees, and special permits.



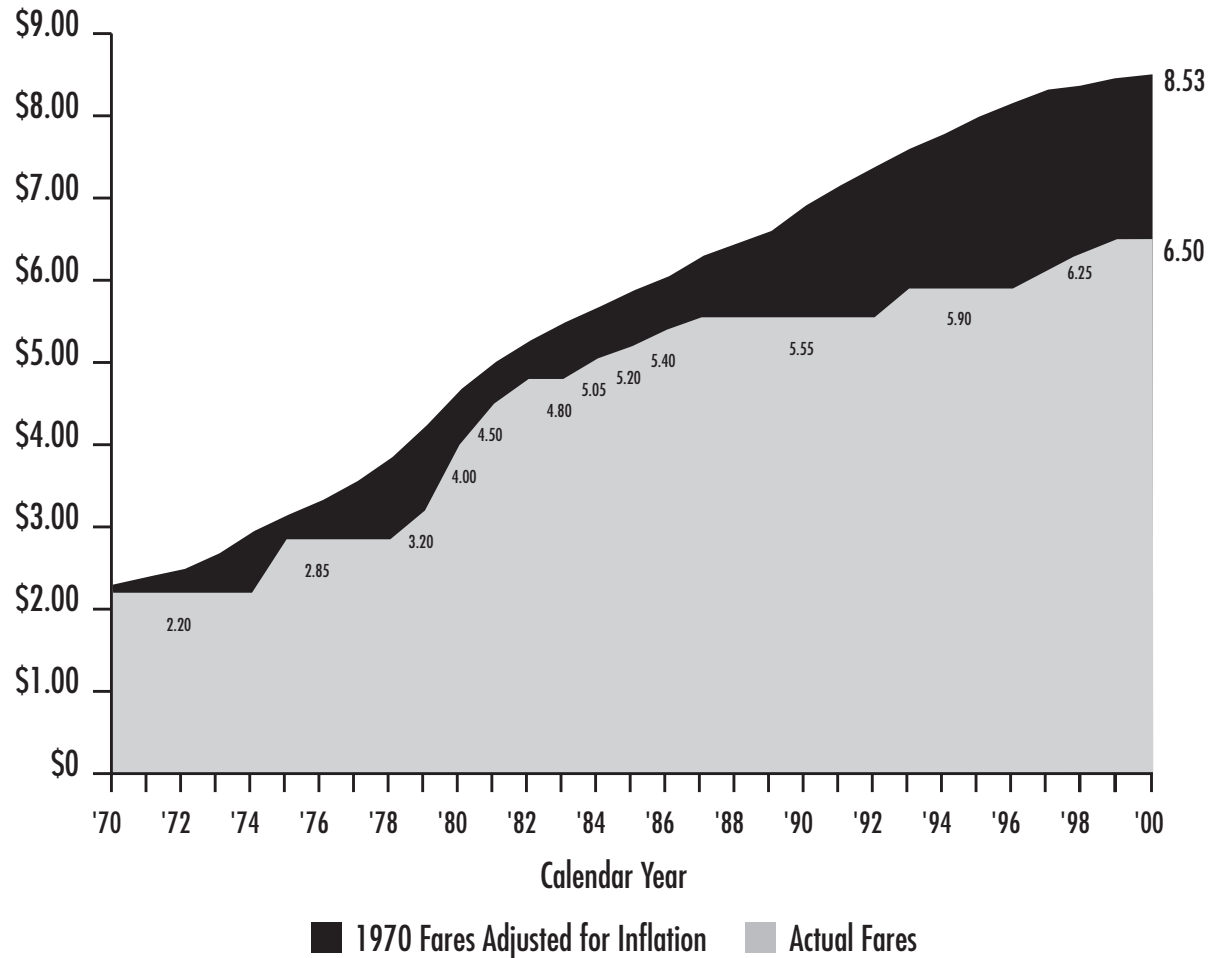
Based on November 2000 revenue forecast.  
Components may not add to totals due to rounding.

\* The legislator appropriates a portion of this amount to be transferred to the Motor Vehicle Fund.

# Ferry Auto Fares vs. Inflation

Ferry fares vary significantly for different routes and seasons. The charges shown are those for cross-sound routes frequently used by commuters. In May 1999, fares on these routes were raised to \$6.50 per vehicle. Had the fares been raised consistently to meet inflation since 1970, the charges would be much higher. Because of the funding shortfall for Washington State Ferries' service brought on by I-695, proposals are being considered to significantly change fares in the near future.

For more information about ferries:  
[www.wsdot.wa.gov/ferries/](http://www.wsdot.wa.gov/ferries/)



# Local Option Transportation Taxes

## For City Streets and County Roads

Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions That Have Enacted
Motor Vehicle and Special Fuel Tax	Ten Percent of the State Gas Tax	Highway purposes as defined by the 18th Amendment including the construction, maintenance and operation of city streets, county roads and state highways; policing of local roads; county ferries; and related activities.	County with voter approval	RCW 82.80.010	None
Vehicle License Fee	Not to exceed \$15 per vehicle	For General transportation purposes; public transportation; high capacity transportation; and other transportation related activities.	County	RCW 82.80.020	Counties of: King, Pierce, Snohomish, and Douglas
Commercial Parking Tax	No set rate. Fee can be charged to commercial business owner or customer.	For general transportation purposes including 18th Amendment "highway purposes"; public transportation; high capacity transportation; and other transportation related activities.	County (only unincorporated area) or city (incorporated area)	RCW 82.80.030	Cities of: Bainbridge Island, Bremerton, Grainger, Lynden, Marysville, Mukilteo, SeaTac, and Tukwila
Street Utility Tax	Not to exceed \$2.00 per month per full-time equivalent employee of a business or \$2.00 per month per housing unit unit for residential property.	For city street utilities including street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.	City or town	RCW 82.80.050	Various cities (Tax found unconstitutional by State Supreme Court, November 2, 1995)
Motor Vehicle Fuel and Special Fuel Tax	In increments of 0.1¢ to a maximum of 1.0¢	Highway purposes as defined by the 18th Amendment including the construction, maintenance and operation of city streets, county roads and state highways; policing of local roads; county ferries; and related activities	Cities and towns within ten miles of an international border crossing and any Transportation Benefit District with an international border crossing within its boundary.	RCW 82.47.020	Cities of: Blain, Nooksack, Point Roberts TBD, and Sumas. (all impose at a rate of 1¢/gallon)

## For Public Transportation Systems

Sales and Use Tax	Up to 0.9%	For operation, maintenance and capitol needs of transit districts.	Public Transit Districts	RCW 82.14.045	See listing on page 13
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# Local Option Transportation Taxes (continued)

## For HOVs and High Capacity Transportation

Tax	Amount	Purpose	Jurisdiction	Authorization	Jurisdictions That Have Enacted
HOV (High Occupancy Vehicle) Employer Tax	Up to \$2.00 per employee per month, measured by the number of full-time equivalent employees.	For HOV lane development, mitigation of environmental impacts of HOV development and support of employer programs to reduce single occupant commuting.	King, Pierce and Snohomish Counties with voter approval.	RCW 81.100.030	None
HOV Excise Tax	Up to 13.64% of the State Motor Vehicle Excise Tax (MVET) base rate (2%). In combination, revenues from the MVET and employer tax cannot exceed a level that would be generated by a 13.64% local MVET.	For HOV lane development, mitigation of environmental impacts of HOV development and support of employer programs to reduce single occupant commuting.	King, Pierce and Snohomish Counties with voter approval.	RCW 81.100.060	None Note: Even though the local MVET is still authorized the state MVET was repealed with the passage of I-695 January 2000.
HCT Employer Tax	Up to \$2.00 per employee per month, measured by the number of full time equivalent employees (not allowed if HOV employer tax in effect).	For planning, constructing and operating high capacity transportation (HCT), commuter rail and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark, Spokane and Yakima Counties with voter approval.	RCW 81.104.150	None
Motor Vehicle Excise Tax	Up to 0.8% of the vehicle value (MVET revenue for HOV and HCT cannot exceed amount generated by 0.8% MVET).	For planning, constructing and operating HCT, commuter rail and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark, Spokane and Yakima Counties with voter approval.	RCW 81.104.160	In November 1996 the voters within the boundaries of the Sound Transit Regional Transit Authority approved a ten-year plan. The plan includes financing from local MVET (0.3%) and local Sales and Use Tax (0.4%).
Sales and Use Tax	Up to 1% of the selling price in the case of a sales tax, or value of the article used in the case of a use tax. This tax may not exceed 0.9% where the 0.1% Sales and Use Tax for criminal justice (under RCW 81.14.340) is in effect.	For planning, constructing and operating HCT, commuter rail and feeder transportation systems.	Authorized for the RTA and transit agencies in Thurston, Clark, Spokane and Yakima Counties with voter approval.	RCW 81.104.170	See MVET note above.

# Federal Highway User Fees

## Motor Fuels

Fuel Type	Total Tax Rate/Gal	Distribution of Tax (in cents)			
		Highway Trust Fund		Leaking Underground Storage Tank Trust Fund	General Fund
		Highway Account	Mass Transit Account		
Gasoline	18.4	15.45	2.85	0.1	—
Diesel Fuel	24.4	21.45	2.85	0.1	—
Compressed Natural Gas	4.3	1.45	2.85	—	—
Special Fuels <sup>1</sup>	18.4	15.45	2.85	0.1	—
Ten Percent Gasohol made with Ethanol	13.0	6.95	2.85	0.1	3.1

<sup>1</sup> "Special Fuels" include benzol, benzene, naphtha, liquefied petroleum gas, casing head and natural gas, or any other liquid used as fuel in a motor vehicle except diesel, kerosene, gas oil, fuel oil, or a product taxable under the gas tax provisions.

*Note: On October 1, 1997, 4.3¢ of the federal gas tax which had been going to the General Fund for deficit reduction was redirected to the Highway Trust Fund, with 80% of the 4.3¢ going to the Highway Account and 20% going to the Mass Transit Account. At the same time, a one-tenth cent per gallon tax was reinstated for the Leaking Underground Storage Tank Trust Fund. The 0.1¢ had expired December 31, 1995.*

## Heavy Vehicle Use Tax (Annual)

Trucks over 55,000 lbs gross vehicle weight (gvw): \$100 plus \$22 for each 1,000 lbs in excess of 55,000 lbs (maximum tax of \$550).

## Truck and Trailer Sales

Twelve percent of retailers' sales price for all tractors and trucks over 33,000 lbs gvw and trailers over 26,000 lbs gvw.

## Tires

Weight	Tax Rate
0-40 lbs	\$0.00
41-70 lbs	\$0.15 for each lb over 40
71-90 lbs	\$4.50 + \$0.30 for each lb over 70
Over 90 lbs	\$10.50 + \$0.50 for each lb over 90

# Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), passed by Congress in May 1998, provides authorizations for federal aid to highways and transit programs for the six-year period from October 1, 1997, through September 30, 2003 (federal fiscal years 1998 through 2003). The new act retained and built on most of the programs established in the Intermodal Surface Transportation Efficiency Act (ISTEA). The most significant changes in TEA-21 included: guaranteed spending levels, increased spending on surface transportation compared with ISTEA, and a new way of ensuring funding equity between states. Below is a description of the major programs.

## Highway Programs

### Interstate Maintenance

This program provides funds to states to maintain the Interstate System. These funds may not be used for a capacity expansion project, unless it consists of one or more travel lanes that are High Occupancy Vehicle (HOV) or auxiliary lanes.

### National Highway System (NHS)

Funding in this program is for a 163,000 mile network of interconnected routes that serves major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities. The NHS includes the Interstate System, the defense strategic highway network and strategic highway connectors, and some urban and rural principal

arterials. The system is intended to meet national defense requirements and serve both interstate and interregional travel.

### Bridge Replacement and Rehabilitation

This program provides funds to states for the replacement or rehabilitation of deficient bridges (bridges which are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence).

### Surface Transportation Program (STP)

The STP was originally established under ISTEA. It is a block grant type program that is the most flexible of all federal aid programs, allowing use for the widest array of transportation projects.

### Congestion Mitigation and Air Quality

This program provides funds to ozone and carbon monoxide non-attainment and maintenance areas designated under the Clean Air Act. Funds may be used for a variety of programs and projects to improve air quality.

### High Priority Projects

Congress often provides funds for named high priority projects (in the past these projects have been called demonstration projects) in either authorization bills, such as TEA-21, or in annual U.S. Department of Transportation appropriations bills. High priority project funds may only be spent for the project identified in either TEA-21 or the appropriations bills.

## Transit Programs

### Fixed Guideway Modernization, New Starts, and Buses (Section 5309)

This program funds major capital investments of public transportation systems.

### Formula Capital Grants and Operating Assistance (Section 5307)

These funds may be used for planning, acquisition, construction, improvement, preventative maintenance, and operating costs of mass transportation services.

### Rural Assistance

This program provides funding for public transportation capital and operating projects in rural areas (areas under 50,000 population).

### Special Needs of Elderly and Persons With Disabilities

This program provides funding for mass transportation services to meet the special needs of the elderly and persons with disabilities.

*For more information: [www.fhwa.dot.gov/tea21/index.htm](http://www.fhwa.dot.gov/tea21/index.htm)*

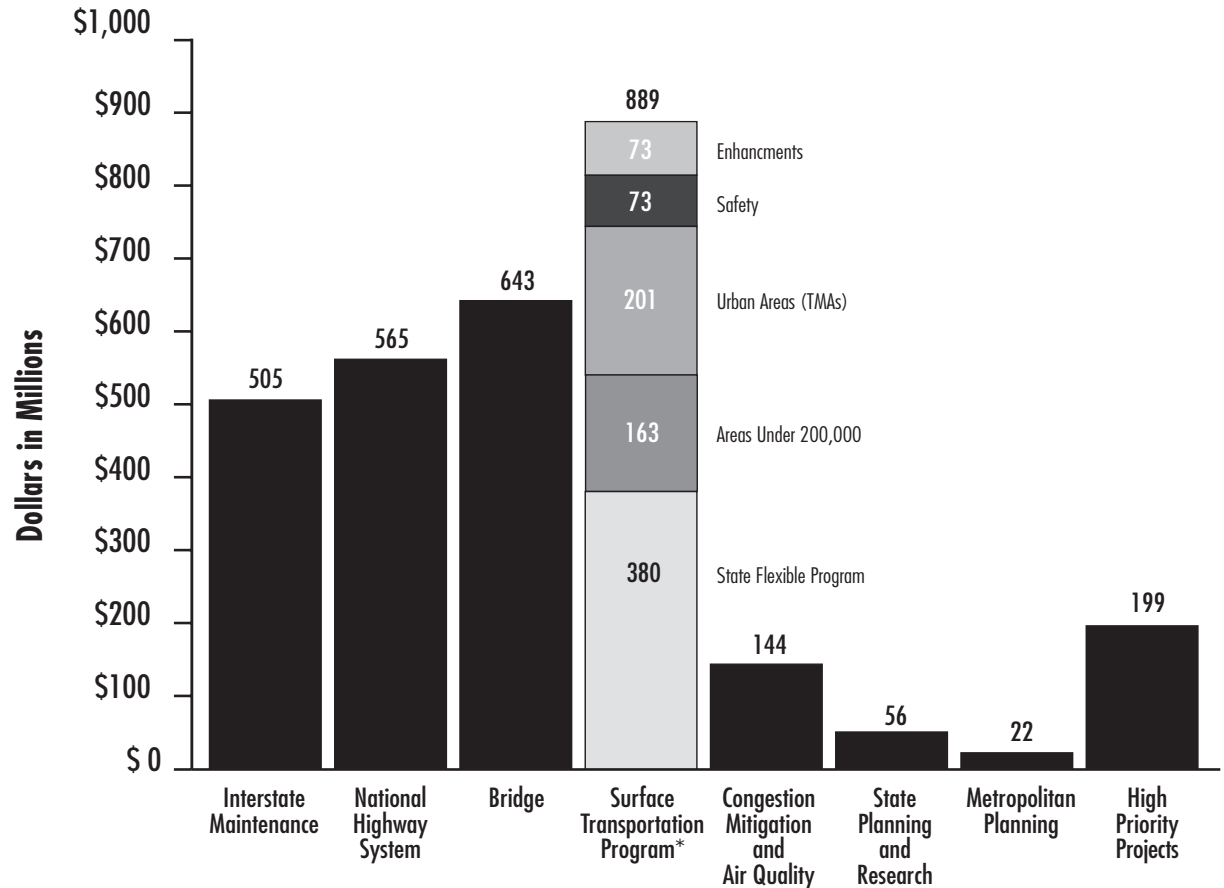


# Federal Highway Programs

## Apportionments to Washington State

### FFYs 1998-2003

The federal Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) provides authorizations for federal aid to highway and transit programs from October 1, 1997, through September 30, 2003. TEA-21 builds on the initiatives established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the previous major authorizing legislation for surface transportation. Federal Fiscal Year 2000 is the first year that the Highway Trust Fund receipts were tied to the annual apportionment. Washington has received \$75.5 million in new funds for FFY 2000 and 2001 as a result of this measure. This chart displays the components of the federal highway programs.



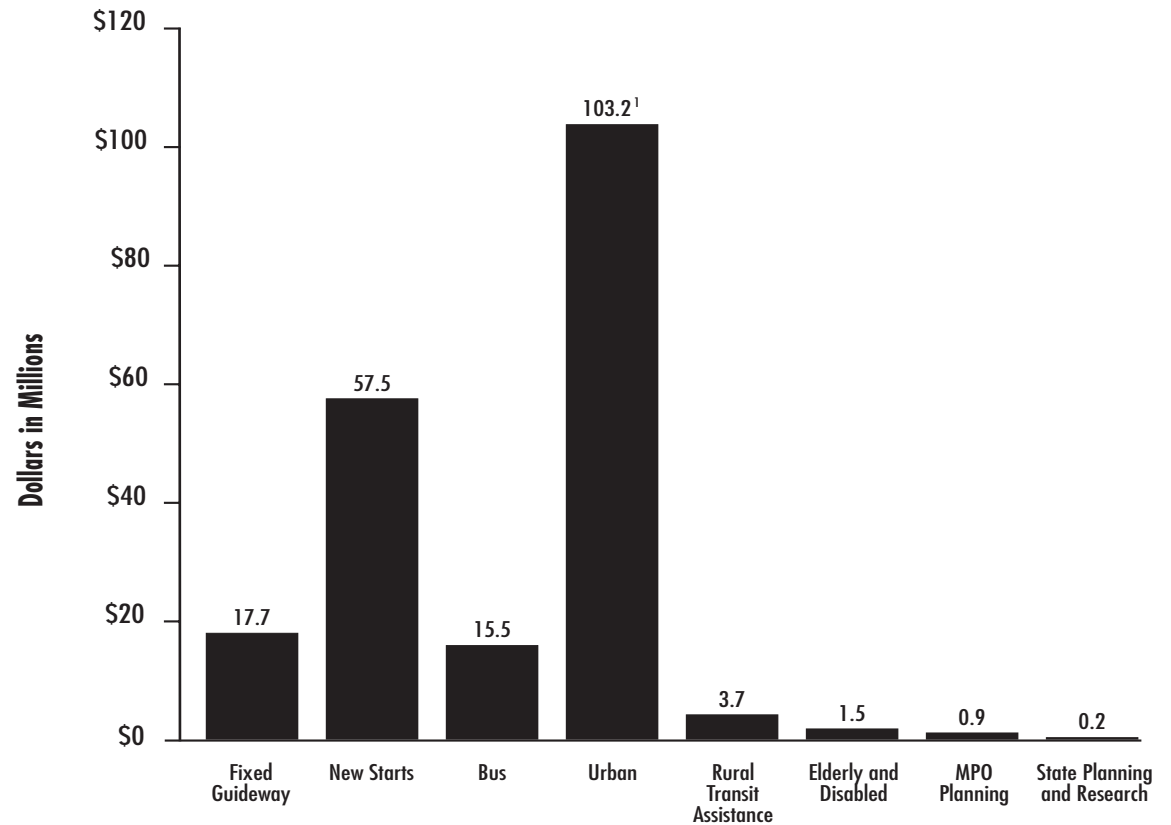
\*Includes Apportionment Adjustment. Reflects Federal minimums.  
Components may not add to total due to rounding.

# Federal Transit Programs

## Allocations for Washington State

### FFY 2001

The transit formulas and discretionary programs were not significantly changed by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). This chart displays the most recent year's allocations for Washington state.



<sup>1</sup>Includes all Portland, Oregon/Avuncular, Washington allocations.

# 1999-2001 WSDOT Enacted Budget

## Program (dollars in millions)

All sources – state, bond, federal, & local	WSDOT Enacted Budget	FTEs <sup>1</sup>
<b>Highways</b>		
Improvements/Preservation	\$ 1,353.4	2,310.0
Highway Maintenance and Operations	\$ 261.4	1,464.3
Traffic Operations	\$ 38.1	189.4
<b>Highways Total</b>	<b>\$ 1,652.9</b>	<b>3,963.7</b>
<b>Ferries</b>		
Ferries Capital	\$ 162.2	114.9
Ferries Operating	\$ 303.8	1,709.9
<b>Ferries Total</b>	<b>\$ 466.0</b>	<b>1,824.8</b>
<b>Public Transportation and Rail</b>	<b>\$ 89.9</b>	<b>53.7</b>
<b>Aviation</b>	<b>\$ 5.3</b>	<b>11.0</b>
<b>Transportation Partnerships</b>		
Transportation Economic Partnerships	\$ 5.9	12.6
Highways and Local Programs	\$ 109.7	49.9
<b>Transportation Partnerships Total</b>	<b>\$ 115.6</b>	<b>62.5</b>

	WSDOT Enacted Budget	FTEs <sup>1</sup>
<b>Support Services</b>		
Highway Management and Facilities	\$ 62.7	207.0
Transportation Management and Support	\$ 100.9	533.7
Transportation Planning, Data, and Research	\$ 31.0	165.4
Charges from Other Agencies	\$ 27.1	-
<b>Support Services Total</b>	<b>\$ 221.7</b>	<b>906.1</b>
<b>1999-2001 Enacted Budget</b>	<b>\$ 2,551.4</b>	<b>6,821.8</b>
<b>Non-Appropriated Funds</b>		
Reimbursable Charges/Pass-Through		
Funds/Oil Rebate Funds	\$ 476.1	182.3
<b>Total Enacted Agency Budget</b>	<b>\$ 3,027.5</b>	<b>7,004.1</b>
Transportation Equipment fund (appropriated within programs)	\$ 124.5	220.9
<b>Total Enacted Agency Workforce</b>		<b>7,225.0</b>

<sup>1</sup> FTE: Full Time Equivalent = approximately 1,800 person-hours per year.

Note: Components may not add to totals due to rounding.

# WSDOT 2001-03 Proposed Budgets

Program (dollars in millions)	2001-03* Current Law	2001-03 New Law Additions	2001-03 Total
<b>Highways</b>			
Improvements/Preservation	\$ 1,209.2	\$ 727.8	\$ 1,937.0
Highway Maintenance and Operations	\$ 275.0	\$ 42.7	\$ 317.7
Traffic Operations	\$ 53.4	\$ 10.4	\$ 63.8
<b>Highways Total</b>	<b>\$ 1,537.6</b>	<b>\$ 780.9</b>	<b>\$ 2,318.5</b>
<b>Ferries</b>			
Ferries Capital	\$ 163.3	\$ 68.0	\$ 231.3
Ferries Operating	\$ 292.8	\$ 20.1	\$ 312.9
<b>Ferries Total</b>	<b>\$ 456.1</b>	<b>\$ 88.1</b>	<b>\$ 544.2</b>
<b>Public Transportation and Rail</b>	<b>\$ 63.4</b>	<b>\$ 418.8</b>	<b>\$ 482.2</b>
<b>Aviation</b>	<b>\$ 5.0</b>	<b>\$ 3.0</b>	<b>\$ 8.0</b>
<b>Transportation Partnerships</b>			
Transportation Economic Partnerships	\$ 2.7	\$ 3.9	\$ 6.6
Highways and Local Programs	\$ 16.2	\$ 132.4	\$ 148.6
<b>Transportation Partnerships Total</b>	<b>\$ 18.9</b>	<b>\$ 136.3</b>	<b>\$ 155.2</b>
<b>Support Services</b>			
High Management and Facilities	\$ 63.8	\$ 12.9	\$ 76.7
Transportation Management and Support	\$ 110.1	\$ 19.4	\$ 129.5
Transportation Planning, Data, and Research	\$ 31.1	\$ 2.2	\$ 33.3
Charges from Other Agencies	\$ 28.0	\$ 6.0	\$ 34.0
<b>Support Services Total</b>	<b>\$ 233.0</b>	<b>\$ 40.5</b>	<b>\$ 273.5</b>
<b>2001-2003 Proposed Budget</b>	<b>\$ 2,314.0</b>	<b>\$ 1,467.6</b>	<b>\$ 3,871.6</b>

\*Excludes estimated compensation increases.

Components may not total due to rounding

# WSDOT 2001- 2007 Proposed Six-Year Expenditure Plans

Program (dollars in millions)	2001-07* Current Law	2001-07 New Law Additions	2001-07 Total
<b>Highways</b>			
Improvements/Preservation	\$ 2,726.7	\$ 5,896.8	\$ 8,623.5
Highway Maintenance and Operations	\$ 791.0	\$ 214.9	\$ 1,005.9
Traffic Operations	\$ 156.0	\$ 48.7	\$ 204.7
<b>Highways Total</b>	<b>\$ 3,373.7</b>	<b>\$ 6,160.4</b>	<b>\$ 9,834.1</b>
<b>Ferries</b>			
Ferries Capital	\$ 419.9	\$ 660.8	\$ 1,080.7
Ferries Operating	\$ 888.1	\$ 91.9	\$ 980.0
<b>Ferries Total</b>	<b>\$ 1,308.0</b>	<b>\$ 752.7</b>	<b>\$ 2,060.7</b>
<b>Public Transportation and Rail</b>	<b>\$ 209.8</b>	<b>\$ 1,405.4</b>	<b>\$ 1,615.2</b>
<b>Aviation</b>	<b>\$ 12.5</b>	<b>\$ 9.0</b>	<b>\$ 21.5</b>
<b>Transportation Partnerships</b>			
Transportation Economic Partnerships	\$ 8.2	\$ 9.6	\$ 17.8
Highways and Local Programs	\$ 33.4	\$ 463.8	\$ 497.2
<b>Transportation Partnerships Total</b>	<b>\$ 41.6</b>	<b>\$ 473.4</b>	<b>\$ 515.0</b>
<b>Support Services</b>			
High Management and Facilities	\$ 181.8	\$ 44.5	\$ 226.3
Transportation Management and Support	\$ 306.1	\$ 69.1	\$ 375.2
Transportation Planning, Data, and Research	\$ 91.3	\$ 10.0	\$ 101.3
Charges from Other Agencies	\$ 82.9	\$ 18.0	\$ 100.9
<b>Support Services Total</b>	<b>\$ 662.1</b>	<b>\$ 141.6</b>	<b>\$ 803.7</b>
<b>2001-2007 Six-Year Expenditure Plans</b>	<b>\$ 5,907.7</b>	<b>\$ 8,942.5</b>	<b>\$ 14,850.2</b>

\*Excludes estimated compensation increases. Components may not total due to rounding



**For additional copies** contact Claudia Lindahl at the  
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**360-705-7454**

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**[www.wsdot.wa.gov/fasc/keyfacts/keyfacts.pdf](http://www.wsdot.wa.gov/fasc/keyfacts/keyfacts.pdf)**



**Washington State  
Department of Transportation**

Finance and Administration Service Center  
P.O. Box 47400  
Olympia, WA 98504-7400

